NEWFOUNDLAND DRAFT WORK

A GUIDE FOR TRAINING

Second Edition

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SECOND EDITION

WRITTEN AND ILLUSTRATED BY
CONSIE POWELL

printed on recycled paper

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I would like to express special thanks and appreciation to the many people who have assisted and supported my work on this revised edition of Newfoundland Draft Work: A Guide for Training. Draft work has become a much more popular activity for people and their dogs since the first edition was published in 1981. As people have learned more about working with their dogs, they have shared ideas and insights with me and reinforced my hopes that this guide has helped them in their training. Private communication with many people concerning their work with their Newfs has convinced me that there are indeed many people whose greatest joy with their dogs is not the titles earned or the attention attracted, but simply those special bonds that grow from working as partners. It is with the knowledge that these special bonds are indeed growing between Newfs and their owners that I have prepared this revised edition.

Special thanks and appreciation go to my husband Roger. We have always done all our Newfie work as partners and as we have raised and trained our dogs, we have done it together. It is because of his original desire to have a Newfoundland assist him in his work that we became involved in draft work in the first place. As both the first edition, and this revised edition, have taken form , he has served as technical advisor, proofreader, critic, editor and a constant source of encouragement.

I would like to thank Sandee and Mike Lovett, both for their constant willingness to share with me and countless other Newf owners their knowledge, ideas and experiences, and for their incredible selfless enthusiasm for working with Newfs.

Ed Blechner, Linda Franklin and Vic Rowell, all of whom own and work with breeds other than Newfs, have generously shared information and resources with me. Numerous other Newfoundland owners have shared ideas, opinions and training tricks with me. Many others have responded positively to my requests for detailed information about their draft equipment. To all these people, too numerous to list individually, I extend my thanks.

Finally, I would like to express special appreciation to our first Newfie Kaloosit. She has been gone many years now, but never do we hitch up a dog or work it in harness that she is not there with us. She showed us what a truly fine draft work partner is, and will provide a continuing inspiration in Newf ownership and training for many, many years to come.

FOREWORD

In January, 1974, a little black bundle of fuzz joined our household. We were living in Michigan's Upper Penninsula, where Rog was embarking on several years of field work for his PhD, and we were finally in the position to get a dog. We knew we wanted that dog to be a Newfoundland: a dog who could be our friend and companion at home and who could also grow up to be a helper to Rog in his research. More by luck than by design, we found ourselves a gorgeous little female pup, and that pup turned out to be everything we wanted. Kaloosit began her initial field training that first winter and went through typical puppy ups and downs. By the second winter of field work she was working steadily in front of the toboggan hauling gear and live-trapped animals, and always accompanying

Rog in the woods, even when she was not hauling. Since that time we have lived in a number of other locations, and Kaloosit did her hauling in front of toboggans, sleds, carts, wagons and travois.

As Kaloosit grew up and we progressed in our training, we went through various processes of trial and error in learning what we felt was the right way to do things. The bond of

partnership that developed between Rog and Kaloosit as they worked together was a joy to behold and has always been the strong point that has helped us progress in our training and work. Kaloosit doted on her offspring, and this devotion to her son Kwasind made training and working the two of them as a sled team a great pleasure. For us, living with the Newfies as our family pets and companions and working with them as partners has been a constant reward.

As you read through this manual you will find that a certain amount of repetition occurs in the text. Some pieces of information warrant repetition for emphasis. Other sections are repetitious to help you when rereading. Once you have read through this manual in its entirety, you will most likely find yourself returning to certain sections as you train. Repetition in the text allows you to understand individual sections without having to reread the whole book.

The philosophies, ideas, and training methods that we present here are in no way absolute. They are, however, methods that have worked well for us and for many others who have enjoyed training their dogs as draft-work partners. We have always highly valued the friendship of our dogs, and respected them for their special intelligence, sense of humor, beauty, and devotion. It is for this reason that we present our ideas and methods for training for draft work. We hope that all who endeavor to train their dogs, be it for draft work or any other activity, can enjoy the pleasure and comaraderie of working in partnership with them. This has made living with Newfies such a joy for us.

BACKGROUND

BASIC PHILOSOPHY FOR DRAFT WORK TRAINING

There is something very exciting and special about seeing a well trained Newfoundland dog happily doing draft work, responding not only to the wishes of his owner but to his own instincts for this kind of work. Even more special is actually working in partnership with your draft dog. A Newfoundland is happiest when pleasing his people and for this reason, a Newf will work his best when he is working <u>with</u> you, rather than for you. This concept of handler and dog as a <u>team</u> will become a goal as you train your Newf and will ultimately result in a well trained draft dog who is able to work alongside his master as a partner, whether it be in parade carting, around-the-yard clean-up hauling, sledding with the kids, or hauling gear on camping trips. As you strive to train your Newf as a draft work partner, you must remember that this is not necessarily easy work. Even if your Newfoundland is very trainable and loves to pull, you will find that it will take lots of very hard work, patience, and thought to get the desired results.

Your Newf will work his best when he is working <u>with</u> you.

In addition to training your dog, you also have to train yourself. Your dog is unable to choose his own equipment and freight load, nor when hitched to remove himself from an

unsafe situation if he encounters it; thus it is your responsibility to become knowledgeable in these areas so that you do not overstress your dog or raise the possibility of jeopardizing his safety as he works. Before you start any training, read carefully the section "What Every Handler Should Know Before Training A Dog for Draft Work".

The time necessary for training varies according to each dog and handler, with an average of about one year to produce a totally reliable worker. It is important to remember that some dogs may progress quickly, while others may progress more slowly. Go at whatever speed is right for you and your dog. A good point to remember, however, is the younger the dog, the more total time (number of training sessions) should be spent at each step of training.

Even when a dog has mastered all the basic skills involved to perform draft work, it still takes time for that dog to become totally comfortable doing his work. An "understanding" between a draft dog and his handler develops as they work together, and it is this "understanding" which makes the true bond of partnership. As time passes, a dog will gain a feel for his harness and apparatus, for different conditions and situations, and will be able to respond correctly and instinctively. This "understanding" cannot simply be taught; it must evolve with each dog and handler, in its own way, over time.

A dog loves security and is happiest when he knows exactly what is happening to him. You cannot give him a command and expect him to understand it automatically. On the following pages each aspect of draft training has been broken down into a step-by-step progression. In following these training guidelines, you and your Newf should accomplish each step successfully before moving on to the next step. For some dogs, some steps may need no repetition, while for others several or numerous repetitions may be needed. However long it takes, be sure your dog is comfortable with each step before moving on to the following step.

Always train when you and your dog are in a good mood. If either one of you is tired or is having an "off" day, or if you feel yourself becoming angry or tense, quit. There is a logical reason for this. A dog keys his behavior to the people around him. When you are happy and relaxed, your Newf knows that all is well, his world is secure, and he can relax. In this frame of mind he can concentrate well and learn efficiently. Likewise, if you are tense or angry, your Newf may not understand why but will know that things are not as they should be. In a situation like this, your Newf may act in a submissive manner in order to appease you. Submissive behavior often includes lying down, tucking the tail between the legs, or essentially "laying low", and such behaviors are not condusive to training. Come back to training at another time when you both feel good about it. Remember, it should be fun for both of you.

In all aspects of training use plenty of positive

reinforcement; praise your dog sincerely and often. Repetition is the way your dog learns, so practice is important. Keep your sessions short, full of enthusiasm, and fun for both of you. Learn to read your Newf. If he has a spring to his gait, his tail wags, his ears are up and he is alert, then he is relaxed and learning. Train your Newf in such a way that he feels good about his work and is happy with each step of his training. This feeling will carry over to actual draft work.

All aspects of training discussed here can be done with a dog who has completed his major growth. Some aspects of training can also be done with a young or growing pup, as basic control is being mastered. But however well trained he may be, a pup is not ready to pull any weight because his bones and muscles are still growing and should not be stressed by any hauling. Any dog, even an adult, should have a strong background of good steady basic control before progressing to any training where he pulls any weight.

Always finish a training session with something your dog does well, whether it is draft oriented or not. Remember, keep it fun. Enroll in a basic obedience course if at all possible. This will help you immensely if you have not had prior dog training experience. A dog trained through the Novice level of obedience will have the background of basic control crucial to draft work. An advantage to training with a class of other dogs is that your Newf learns to control himself in the presence of other dogs and distractions, and distractions are a very real part of draft work. Your local or regional Newfoundland Club, all-breed club, or obedience club can help you locate a class for beginners. When you choose a training class, go and observe your intended class without your Newf to make sure you feel comfortable with the methods used by the instructor. Newfs respond well to creative, happy methods of training that emphasize positive reinforcement. Several books, listed in the Source Guide, deal with teaching basic control in such a happy and creative manner. You will find that these books are very good supplementary references as you train your dog.

CONDITIONING

As you and your Newf progress in your training, another important part of preparation for actual draft work should also be taking place: conditioning. Just as a tennis player or distance runner gradually conditions his body for the athletic stresses ahead, so should you and your Newf prepare yourselves physically for the work you will do. Being physically sound and capable of doing work is not enough. You must tone and exercise that physically sound body so it can work to its best efficiency with a minimum of stress.

Conditioning is fun, especially if you and your Newf condition yourselves together.

Conditioning can be fun, especially if you and your Newf condition yourselves together. What you want to do is to increase endurance and muscular fitness gradually so the stresses of draft work will not cause excessive tiredness, sore muscles or pulled ligaments. The best way to do this is to choose an exercise regime for you and your Newf. Begin with short, easy workouts and gradually increase to longer, more strenuous workouts as your fitness improves. If you work on gradual conditioning concurrently with training, by the time you are ready to begin actual draft work, you will be in the proper condition to do it.

One of the best ways to condition your Newf (and yourself) for draftwork is to take distance workouts. Walking or jogging are excellent. Whether you walk or jog, your Newf should be moving at a trot. Begin with short distances (one-quarter mile or less) and increase gradually until you can easily go at least a mile, if not more. Daily workouts (or workouts on a regular basis) will easily tone you and your Newf into good shape gradually.

Never exercise your dog from a bicycle or car. The driver of a bicycle or car is too far from his dog to be able to see the dog's movement and behavior and to react quickly if something happens. In addition, bicycle and car drivers must give considerable attention to their driving, taking attention from their dogs. A bike or car does not always allow quick enough or safe enough stops to prevent serious injury.

Conditioning is easy and fun, yet you should remember several things concerning your Newf's health and safety. Condition within the proper constraints for your dog's age and

physical condition. Naturally, a pup should not go as far nor progress as fast as an adult. Pups can traverse quite a distance when in good shape, but must be allowed to reach this ability gradually. Pups (less than a year old) should not be asked to jog with you; brisk walking will do fine. The increased force on the leg bones as a dog jogs will place excessive stress on the growing bones of a young Newf. The leg bones of a Newf have not completed growth until well beyond one year of age. Do not jeopardize your dog's future by stressing growing bones. Your pup will get lots of running and extra conditioning in his own self-imposed styles of play; when you condition him keep your pace at a comfortable brisk walk.

Pups less than a year old should not be asked to jog with you; brisk walking will do fine.

The surface on which you work out is also important. Ideal conditions are grass or dirt. You want a surface not too hard (such as cement or asphalt) nor too soft (such as mud or loose sand). If what you have available is less than ideal, you must take those conditions into consideration and work accordingly.

Another very good way to condition your Newf is swimming. In some cases, due to accessability of exercise areas or more often due to hot weather conditions, swimming is a far more practical and safe method of conditioning your dog. In warm or hot weather, your Newf should not be asked to jog with you; he is very likely to overheat. In such weather swimming is ideal. Your Newf can get his exercise as well as enjoy the pleasure of a cool dip. Swimming with your Newf is always a fun experience and fun conditioning for both of you. If your Newf is a reliable retriever, games of fetch in the water are also good conditioning. As with conditioning on land, be sure to progress gradually, and within the constraints of your Newf's age and physical condition when you are working in the water.

Games of fetch in the water are also good conditioning.

WHAT EVERY HANDLER SHOULD KNOW BEFORE TRAINING A DOG FOR DRAFT WORK

Training a dog as a draft-work companion is a very rewarding experience and training time is a happy time for both dog and owner. But you must take the time to study and plan each step of conditioning and training before trying to teach your dog. There are some major responsibilities that you, the dog's trainer and handler, must understand and undertake before you start to train your dog. The basic knowledge listed below will help you to evaluate and understand your dog's capabilities. Consequently you should enjoy training and working with your draft-work companion.

Newfoundland dogs are by their very nature exceptionally willing and able draft dogs. Most Newfs, even if not perfectly conformed, are adequately structured to perform draft work. Because even those Newfs that are not adequately structured will work to exhaustion for their people in spite of discomfort or bad conditions, it is the responsibility of the owner or handler of a draft dog to be very knowledgable of what his dog's abilities are. There are many factors to be considered before you allow your dog to work with you. Consider these factors before you begin your training and you will be better able to work with your dog within his natural capabilities and consequently be a very happy, healthy working team.

ANALYZE AND UNDERSTAND YOUR DOG'S CONFORMATION, STRUCTURE, AND HEALTH

The American Kennel Club Standard for the Newfoundland breed is a good description of a draft dog. Get a copy of the Standard, study it, and compare your dog to it. Pay particular attention to movement, structure, angulation, and general body balance.

In analyzing your dog's conformation, it may help if you understand why the Newfoundland Standard is a description of a good draft dog. It is impossible in the scope of this guide to go over the Standard completely and explain every part of it, but two aspects of the Standard can be taken as examples. You can then apply the same sort of logic to other parts of the Standard. The Standard calls for a level topline, and legs which are straight when observed from directly in front of or behind the dog. Let us see why these two characteristics of a Newf are important for draft work.

When a Newf hauls, he pushes forward with his front legs and with his rear legs. This force is transfered to pushing the harness across his chest forward, and thus pulling the load behind him forward. Because the harness is fitted around the dog's neck and shoulder area, the forward push from the dog's forequarters is transfered directly to the harness. But this is not the case for the force which comes from the rear quarters. This force must be transfered from the rear quarters through the vertebral column forward to the neck and chest. In order for this transfer of force to be efficient, the topline must be level and without sags or arches. If the topline is not straight, the forces coming forward from the rear quarters will tend to make it even less straight. This is the same sort of concept as pushing down on a cane with a bend in it. Rather than giving support, the bent cane will tend to bend even more. This means that a draft dog with a topline that is not straight will be forced to use muscle control to keep the topline from bending even more up or down and will also need to use muscle control to help transfer the force from the rear quarters forward. This unconscious extra use of muscles will further tire the dog and reduce his stamina at draft work.

Similar logic helps explain why legs should be straight when seen from front or rear. The dog exerts force onto the ground to push himself forward. The force is transfered from the ground up the leg to the shoulder or hip assembly. The dog's muscles and bones are adapted to exerting and transfering forces within a plane when viewed from front or rear, but not to exerting and transfering forces coming from different directions. A dog that is cowhocked or east-west is transfering force from the ground to the hip or shoulder joints down a leg with a bend in it. As with the topline, the forces will tend to bend the leg even more unless the dog uses special muscle control to keep the leg straight. Thus the dog will unconsciously work extra hard in order to transfer the forces that will move him forward. This means the dog will tire soon and have reduced stamina for draft work.

Just because a dog has a structural problem does not mean he cannot be used for draft work. The muscles involved in compensation can be conditioned to do the extra work. But a dog with faulty conformation will never be able to do as much work as an equally well conditioned dog with good conformation.

Ask yourself the following kinds of questions:

1. What are my dog's strong and weak structural points? For example, Pooch's strong points are his nice level topline, even broad front, and fairly broad rear. In addition, he moves quite easily at a trot. His weak points are his slightly east-west front feet and slightly cow-hocked rear legs.
2. Are these weak points obviously going to affect his ability to haul? (Watch his movement carefully while not hauling, to get a clue.) How does he

compensate for these weak points?
Pooch's weak points may affect his ability to haul, in that his feet all pointing outward are wasting energy for him when he moves. But when Pooch moves at a trot he tends to hold his feet straighter, so even though he is still using extra energy to hold his feet straight, he is compensating and moving more efficiently, indicating he will still be a fair hauling dog.

3. Is my dog structurally balanced, in spite of his weak points? Pooch has slightly lacking structure both front and rear, yet he is very balanced in movement because both front and rear are equally powerful. In addition his broad front, reasonably broad rear, and even topline insure that the balance of front and rear is comfortably and efficiently transmitted through his whole body as he moves. Pooch's good structural balance will also help him compensate for his weak points when he hauls.
4. Is my dog in good health? (Is he clear of parasites; if he is slightly dysplastic or arthritic, is he comfortable with his hips, shoulders, and other joints?)
5. Is my dog in good condition? (Is he well muscled and fairly lean, not carrying unnecessary fat?)

DETERMINE IF YOUR DOG'S CONFORMATION AND STRUCTURE ARE APPLICABLE TO DRAFT WORK

When you study the Newfoundland Standard, apply it to your dog and ask yourself the questions above, you gain understanding of how your particular dog functions. Now you need to determine if your dog's conformation and structure are applicable to draft work. There are numerous types and degrees of draft work a dog can do. Any dog doing any kind of draft work should be able to work comfortably and with reasonable stamina while hauling. Again, ask yourself the following questions:

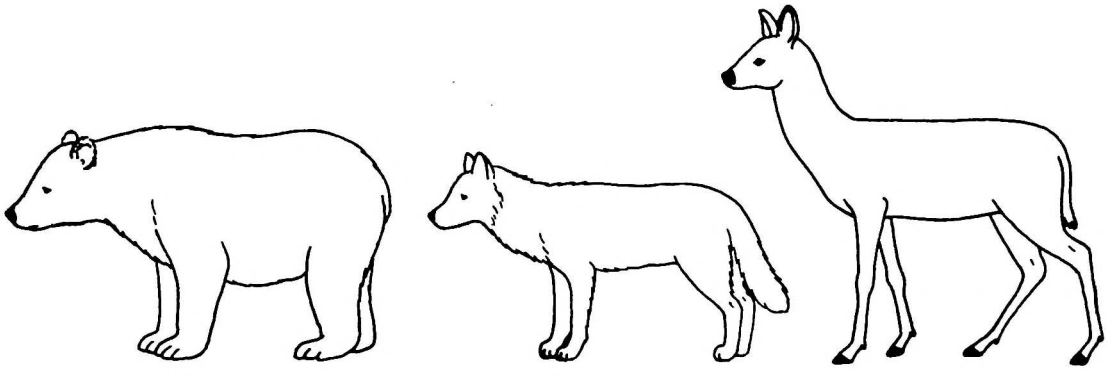
1. Is my dog structurally balanced; does his body function efficiently when he moves?
2. Are his hips and shoulders sound enough so that he has no disconfort?
3. Does he have reasonable stamina (no breathing or heart problems)?

If you can answer yes to all of these questions, you and your dog are ready to commence on the fun of draft work training.

NEWFOUNDLAND ANATOMY AND DRAFT WORK

When working with your Newf doing draft work, it may help you understand your dog better if you understand how his build affects his working ability. The anatomy of a Newfoundland represents a compromise between a structure adapted to run very fast and a structure adapted to do draft work. This compromise comes from developing a draft animal from an animal originally adapted for running. To understand this better, let us first compare the basic structure of the Newfoundland to the basic dog structure.

Dogs were domesticated from the wolf or a wolf-like canid at least 12,000 years ago. These first dogs had the basic anatomy, the basic bone and muscle structure, of wolves and wolf-like canids of today. This basic canid structure shows moderate but very significant adaptions for fast running. These adaptations include digitigrade posture (walking on the toes rather than on the flat of each foot), reduction in the number of toes (four functional toes instead of five on each foot), relatively long bones at the ends of the legs, and reduction in the muscles at the ends of the legs. Let us compare a wolf to a bear and a deer to get a better feel for these adaptations. The black bear has a very generalized

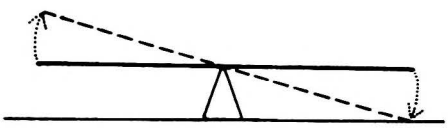


mammal skeleton and shows no adaptations for fast running: posture is plantigrade (walking on the flat of each foot), bones near the ends of the legs are not relatively long, and there has been no reduction in bones or muscles which move the lower leg. The white-tailed deer has a very specialized skeleton that is adapted for fast running even more than the basic canid structure: posture is unguligrade (walking on the tips of the toes with toes protected by hooves), bones at the ends of the legs are relatively very long, and reductions in bones and muscles are extreme.

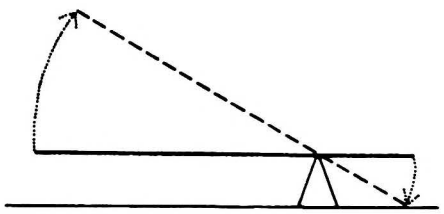
If we compare the bear's, the wolf's, and the deer's skeletons there is a progression in the relative lengths of the bones at the ends of the legs and in the relative positions of the muscles that move the bones in the legs. The longer the relative length of the bones at the end of the leg and the closer the muscles insert to the joints they move, the

faster the animal can run. Likewise, as the bones lengthen and muscles shorten, allowing for increased speed, the less force can be exerted by the legs. To understand why this is so, we will discuss levers a bit, because joints are simply lever systems.

If we take a lever system where the fulcrum is in the very middle of the system, when one side of the system goes down, the other side goes up an equal amount. During a given period of time, one side goes down the same distance the other side goes up. Thus both ends move at the same speed. Also, a force pushing down on one end of the system will generate an equal force pushing up on the other end.



Now let us move the position of the fulcrum closer to the side with the force pushing down. When the short side of this system moves a given distance down, the other side moves a greater distance up. During a given time period the side going up moves faster than the side going down, so speed on the two ends of the lever system is no longer equal. In addition, the forces generated at each end of the system are no longer equal. A force pushing down will not have an equal lift on the other end of the lever system; the force going up will be less than that pushing down.

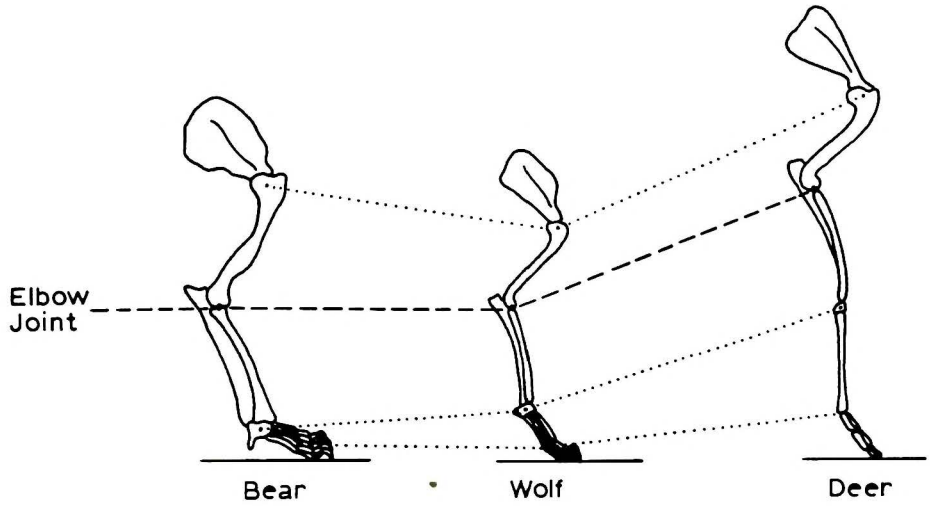


The further we move the fulcrum to one side of the system the more unequal both speed and forces at the ends become. These same concepts apply when comparing mammals.

Each joint in the leg is a lever system. The elbow joint serves as a good example. The fulcrum is the joint itself. The long side of the lever system extends out towards the hand, paw, or hoof. The short side of the lever is the knob that extends back from the joint. Tendons are attached to the triceps muscles, and these muscles straighten out the elbow. As comparison progresses from bear to wolf to deer, we see that the fulcrum (the joint) gets closer and closer to the short end of the lever system; closer to the knob on the end of the ulna bone. Thus wolves are able to move their legs faster than bears (and thus run faster), and deer are able to move their legs faster than wolves.

But what about the forces that are exerted? If the mammals with adaptations to move their legs fast are able to exert less force, what about the energy it takes to move the length of leg extending out from the joint? These animals have fewer toes than bears, have light feet and light, narrow bones, and therefore do not have to move as much leg and foot weight with each step. Thus they are able to move their legs fast and move their bodies forward. But if extra weight were

added to the bodies, the legs would not have the strength to move the extra weight very fast. In bears, however, the legs have great force and bears could carry considerable extra weight and still be able to move it at a good speed for a bear.



We can see that the basic canid structure shows very significant adaptations for running fast and these adaptations mean that canids do not have the best physical adaptations to haul heavy loads. But dogs were domesticated from wolves for other reasons. For one, domestic dogs have more tractable temperaments than would domestic bears. And temperament of the animals with which we work is important. In light of this, specific breeds of dogs have been developed that have anatomy better suited for exerting forces and less suited for fast running than the basic canid anatomy. The Newfoundland is one of these breeds. Compared to a wolf, a Newfoundland has relatively shorter legs and these legs are relatively shorter at the ends than those of wolves. Thus a good hauling Newfoundland will have shorter hocks, less rear angulation, and pasterns closer to the ground than a wolf will. The Newfoundland will be able to haul heavier loads than a wolf could but it will not be able to run as fast as a wolf when not hauling. A Newfoundland will not even be able to run as fast as other hauling breeds that have not departed as much from the basic canid anatomy. Newfoundland teams entered in sled dog races do not run as fast as the Siberian Husky teams but the Newfoundland teams can haul heavier loads without changing their speed as much. It all comes back to basic anatomy and the physics of levers!

Would it be possible to develop a new breed of dog that has an even greater ability to haul heavy loads, one that is built even more like a bear? Yes and no. One could, through very selective breeding, develop a breed with greater and greater ability to haul heavy loads. It would be impossible, however, to develop a dog breed as strong as a black bear.

The basic canid anatomy that is the source for all dog anatomy has lost bones which would be needed to make a dog as strong as a bear. So there is a limit. And is a dog stronger than a Newfoundland really needed? Newfoundlands with excellent conformation and excellent conditioning have been able to move incredible loads. One Newfoundland has been able to move two tons for over fifteen feet. This potential strength in the Newfoundland already far surpasses all practical uses for dogs in a draft capacity. Of far more value than developing a stronger breed or conditioning Newfoundlands into four-legged Hercules is training the dogs we have for draft work that can be of use to us, and that will be a reward to us in our everyday lives. A Newfoundland hauling a load <u>with</u> his master depicts the optimum combination of functional anatomy and the Newfoundland temperament. This sort of activity should be our goal.

SAFETY

The enthusiasm and excitement that are part of working with a Newfoundland in a draft capacity can lead to potentially hazardous situations if precautions and common sense are not observed. Many happy hours can be spent training and working as long as you take a few minutes to think through the safety of what you are about to do. Are you endangering yourself or your Newfoundland, or risking damaging your equipment or areas where you train or work? In order to determine if you are a safe working partnership, keep in mind the two basic factors of draft work safety: CONTROL and CONDITIONS.

CONTROL

The commands your Newf must understand in order for you to have basic control of his behavior are similar to the commands needed for the AKC Novice obedience routine plus a few others. Your dog needs to be able to heel (walk by your side), to sit in the heel position, to come on recall, to finish (return to heel position), to stand and stay, to sit and stay, to down and stay, and to remain under control in the presence of distractions. Control is absolutely essential in draft work because you are not working just with your dog, but with your dog attached to a relatively bulky piece of equipment. You must have voice control over your dog and he

must have control over himself. Lack of control in a dog hitched to a draft apparatus is inexcuseable and can result in serious injury.

As you train your Newf, you will find that having mastered basic control will make further training come more easily. Timing and training are required to master basic control. This involves developing the ability to "read" your dog and than acting accordingly as you train. Timing and training are also required to apply basic control to other steps of draft training. Keep training fun and do not get discouraged. Remember, once you have trained your dog for off-lead basic control he will be more easily controlled when he is hitched to his draft apparatus. Unless a dog is totally under control when unhitched, it should not be hitched to a draft apparatus. For example, imagine a dog who is well behaved except that he likes to chase cats. Imagine this dog hitched to a cart with a child in it, chasing after a cat. This dog in a short chase could injure the child, break the cart, and injure himself. Indeed, control is of crucial importance for a draft dog.

The handler must have voice control over his dog and the dog must have control over himself.

CONDITIONS

Every individual dog has different training and physical capabilities. As you work with your Newf, learn to recognize his capabilities. Do not worry if your friend's Newf always comes running full-tilt on a recall and yours only slowly ambles to you, wagging his tail. Do not worry if your well-proportioned Newf is 2" below standard in height and you think he may be "too little" to do draft work. Look at your own dog. He has his own personal capabilities and limitations. As you train, you need to work within those capabilities and limitations to help your Newf reach his own potential and to avoid possible injury.

Besides the physical condition of your dog, you must work within the environmental conditions where you and your dog

haul. Temperature, ground conditions (snow, ice, gravel, curbs, hot asphalt), terrain (flat, hilly), and distance to be traversed must all be taken into consideration. Keep in mind that these conditions will often change from day to day, or even within a day, so you need to be aware of them and to work with your dog accordingly.

Finally, since your Newf cannot choose his own harness or draft apparatus, it is up to you to do it for him. Do it right. You can avoid injury to your dog by avoiding the use of inefficient or improper equipment (such as an "improvised" harness or a cart with rusty bearings), ill-fitting equipment (such as a borrowed, slightly-too-big harness), or equipment that your dog has not been properly trained to use.

EQUIPMENT

CHOOSING YOUR EQUIPMENT

You have determined that your Newf can be a capable draft dog by virtue of his physical attributes. Now you should choose the draft equipment that best suits the work you plan to do with your Newf. Study the overview of draft equipment in this section and then choose the equipment that best suits the kind of draft work you want to do with your Newf.

Draft work is hauling work using a variety of equipment types in any number of activities. Draft equipment consists of the equipment needed for a dog to work with his master safely and efficiently at some kind of hauling job. This equipment usually consists of a draft apparatus, a harness, and traces, which connect the harness to the apparatus. When selecting the draft equipment your Newf will use, you as his handler have some very major responsibilities. Since draft work is entirely dependent on the use of draft equipment, it is extremely important that you select proper equipment for your Newf to use. He cannot choose this for himself, so you have to take the responsibility and do it right. Because Newfs are instinctively good hauling dogs, chances are you could take any reasonably fitting harness, put it on your dog, hitch him to any old cart, and he would probably do a passable job of hauling for you. But that is not fair to your Newf, nor is it safe. It is the same as asking you to go hiking in hand-me-down hiking boots that "sort of" fit; you could probably manage all right strolling for a block or two. But if you intend to do some serious hiking, you get yourself properly fitted with the right boots for your own feet, properly suited to the terrain on which you intend to hike. The same thing applies to your Newf and draft work. If you are serious about working safely and happily with your dog, you owe it to him carefully to choose properly fitting equipment that is precisely suited to the kind of work you intend to do and the type of terrain on which you intend to do it.

So, how do you go about making these decisions about draft equipment? First, determine what kind of draft work you will be doing. Do you have any specific jobs with which you want your Newf to assist you? These could be such jobs as taking the kids for rides around the neighborhood, hauling leaves or brush from one spot in the yard to another, hauling groceries home from the store, pulling the sled back up the hill after the kids ride down the hill on it, helping to pull in the Christmas tree, or perhaps doing exhibition carting at schools, in parades, or in special programs. Only once you know what kind of hauling work you will be doing can you choose the kind of draft apparatus that best suits that work. You must take several factors into consideration in choosing your apparatus. If you live in a warm climate and have a working area with basically smooth surfaces for hauling, you will want a wheeled vehicle. If you will be working on snow, a sled or toboggan will work best. Study the kinds of apparatus available and learn the conditions under which each works best. Remember that whatever apparatus you choose, it should be properly suited to where you will be working so that you will be working safely and efficiently with your dog. The availablity of an apparatus, or of the material to make it, or its expense must be secondary considerations.

After you have determined what kind of draft apparatus is the best to use, then you can decide what kind of harness to get. A variety of harnesses are available for draft work. Some styles are generally more efficient and comfortable for a dog to wear than others, and each kind has certain types of apparatus to which it is best suited. Some kinds are more "general purpose" harnesses, while others have specific "best" uses. Study the harness descriptions and illustrations in the harness comparison charts. Only then can you make a careful choice of the harness that will work best with the type of apparatus you will be using.

You do not necessarily have to own your draft apparatus before obtaining a harness; much training takes place with the harness before you hitch your dog to his apparatus. The harness is often a good "first" piece of draft equipment to acquire. Just be certain that you choose a style of harness well suited to the type of draft work you will be doing with your dog.

KINDS OF EQUIPMENT

DRAFT APPARATUS

The DRAFT APPARATUS is what the dog pulls in draft work. There are five basic kinds of draft apparatus and any number of variations within these basic kinds.

A CART is a two-wheeled vehicle. The kinds most often seen are the sulky cart, in which a person can ride, and the utility cart, which is basically a box on wheels in which freight rides. A cart is a fairly simple and lightweight apparatus and because it has only two wheels, it is very easy to maneuver. But, for the same reason, its load must always be carefully balanced. A cart is guided during hauling by shafts that extend from the cart to either side of the dog's body. Dog carts are available readymade, or can be constructed at home.

A WAGON is a four-wheeled vehicle. It is usually larger and heavier than a cart and requires more space to maneuver. Like a cart, it is guided by shafts. Because a wagon has four wheels and balances entirely on its own, it does not require the precise balancing of a load that is necessary in a cart. For this reason a wagon has more flexibility in the range of its potential cargo -- passengers or freight can be hauled without as much concern about precise balance. Generally, dog-sized wagons are not available readymade, although some companies have started to carry them. They can be constructed by a handy person and certain types of wagons (such as a wooden child's wagon) can fairly easily be converted for use with a dog.

A TRAVOIS is a shafted apparatus with a very limited use but a long history. Early Native Americans used travois with dogs and horses to haul gear from one place to another. A travois consists of two long poles onto the ends of which a load is secured. The dog hauls a travois by dragging it along the ground. Today using a cart or wagon is usually most practical, but occasionally draft work is done on surfaces so rough that they are totally unsuitable for a wheeled apparatus.

A SLED is used on snow and glides on runners with the body of the apparatus elevated above the ground. The classic "dog sled" is the type of apparatus often seen at sled dog races but it is also nice for general winter hauling. More often seen, and certainly more accessible, is the standard child's sled, such as a "Flexible Flyer".

A TOBOGGAN is also used on snow, but it glides on the snow on its entire flat bottom surface. The most commonly seen type of toboggan is the standard four- or six-foot wooden toboggan used for recreation. There are also a wide variety of small molded toboggans, which are used for play. Sturdy molded or wood toboggans, called "pulks" are commonly used for hauling gear for winter camping.

HARNESSES

The HARNESS is what your dog wears to enable him to haul the chosen draft apparatus. It fits carefully around his body in such a way that he can safely and comfortably push forward with his body into the harness. This forward push into the harness is transferred to the draft apparatus via the traces.

There are two basic kinds of harnesses, and a number of variations within these basic kinds.

The characteristic part of a SIWASH HARNESS is a properly fitted but flexible shoulder/neck collar. The straps that make this collar then extend from the withers and chest of the dog back along its sides. The shoulder/neck collar is the primary feature common to all siwash style harnesses and it is into this collar that the dog pushes. This push from the chest and shoulders into the collar is distributed evenly by the straps along the dog's sides. A siwash harness allows total and complete freedom of movement of the dog's entire shoulder assembly during hauling and it is therefore the most efficient and safest kind of harness to use for any hauling. Siwash harnesses have long been used with sleds and toboggans, as this type of harness has a long history of use for winter draft work. However, siwash harnesses have recently been adapted for cart and wagon work and are now available made specifically for use with all types of shafted draft apparatus.

A BUCKLE HARNESS has one or several belly bands that go around a dog's rib area and hold a horizontal cross-chest band in place. When wearing a buckle harness, a dog pushes directly into the cross-chest band. A buckle harness hampers the movement of the shoulder assembly somewhat due to the position of the cross-chest band. Buckle harnesses have been used mostly with carts and wagons. They are often available readymade from pet supply shops or from companies that sell readymade dog carts. This undoubtedly accounts for their popularity, even though they are not as efficient as siwash harnesses and can therefore not be recommended for safe draft work.

In addition to an apparatus and harness, TRACES are needed to attach the two. Traces consist of straps or ropes that attach to specific areas on the harness and relay the pull from the dog's harness directly to the apparatus to make it move. Sometimes a harness will have the traces permanently attached directly to it or as a part of it, but more often the traces will be separate straps, with clips at the ends. Two traces are often used with carts, wagons, and travois; one coming from each side of the harness. A single trace is usually used with a sled or toboggan, attaching to a single area on the harness behind the tail of the dog. For any apparatus, the traces must be long enough so that when the dog is hitched he has sufficient room to extend his back legs completely without contacting the apparatus.

SELECTING THE HARNESS AND DRAFT APPARATUS

THE IMPORTANCE OF SELECTING THE RIGHT HARNESS

Your dog's harness is absolutely the most important piece of his draft equipment. If it does not fit properly and is not suited to the type of draft work you are doing, you risk injuring your dog. There are a number of things that you should consider when choosing a harness for your dog. First and foremost the harness should fit <u>your</u> dog. A borrowed harness may be all right to familiarize your dog to wearing a harness, but unless it fits your dog properly, it simply is not suitable for hauling. The harness should fit your dog snugly, but not too tightly. This snug fit is important: when a dog is hauling, a significant pull is put on his harness. If that harness has the least bit of unnecessary slack, it will tend to shift. If the harness shifts on your dog, it no longer fits correctly and can no longer function to its maximum efficiency and safety. Likewise, the harness should not be so tight as to bind or chafe your dog. On a siwash harness, the collar should fit snugly from the shoulders around to the sternum (breastbone) and should be well padded. The other straps should be the proper lengths to balance the pull so that the collar does not ride up against your dog's throat or forward and down on the top of his neck. These straps also should not interfere with your dog's movement when he is hauling. Most well-fitting harnesses are custom made. This is not an extravagance; the cost for a custom made harness is usually no more than the cost of a well-made readymade one. Be willing to get a harness that fits your dog well now. And if your dog is young and may still fill out over the next couple of years, be prepared and willing to get him another better fitting harness when he needs it. If you have more than one dog with which you work, make sure each dog has a perfectly fitting harness, even if that means investing in several harnesses.

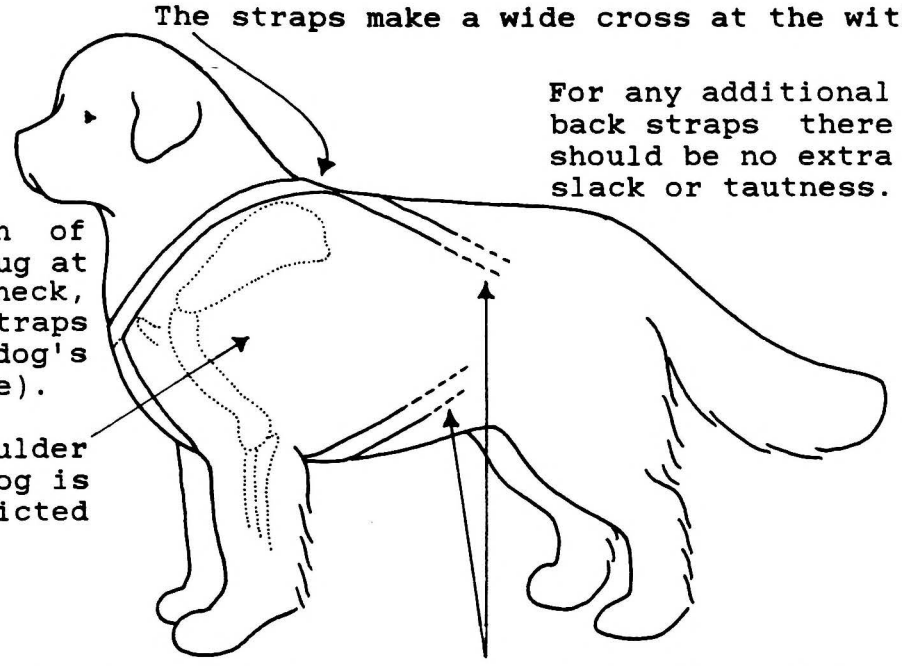
Considerations to keep in mind when choosing a style of harness are utility for the type of hauling you will be doing and comfort both when hauling and when not hauling. Often a situation arises where a dog will continue to wear his harness even when he is not actually hauling. If you have a style of harness that is comfortably worn when not hauling (that is, one with no straps or bands that might interfere with walking or running around) then you can unhitch and rehitch your dog without having to remove his harness each time you stop hauling and then resume again.

The styles of siwash harnesses shown in the harness comparison charts illustrate combinations of utility and comfort. Harness A fits comfortably hitched or unhitched, works very well for cart, wagon and travois and works reasonably well with a sled or toboggan. Harnesses B and C work well with cart, wagon, sled and toboggan, but can shift slightly during use and are not as comfortable for your dog to wear when not hitched as Harness A. Harnesses D and E are primarily racing and recreation harnesses, suitable for light sled or toboggan work and are comfortably worn when not hitched. Harness F, also a comfortable harness when not hitched, is an all-purpose sled and toboggan harness. Harness G is a freight harness, suitable and best for very heavy hauling. Like Harnesses B and C, Harness G can shift slightly during use and is not as comfortable for your dog to wear when not hauling. Harness H is also a freight harness, suitable for use in deep snow when a team of dogs must work in single file.

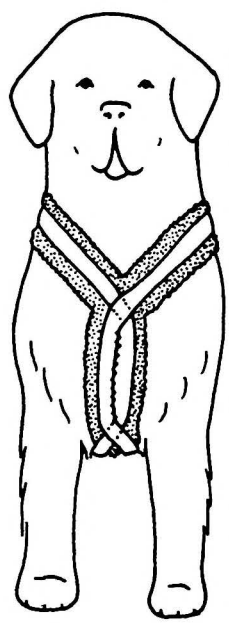
Another consideration in selecting a harness for your dog is the material from which it is made. Most dog harnesses are made either from nylon webbing or from leather. Each has its own advantages. A harness made from nylon webbing is lighter in weight than a leather harness and, because it often has synthetic material (as opposed to sheepskin) for padding, is completely machine washable. Harnesses do get dirty and it is nice to be able to keep them clean, both because this is healthy for your dog and because clean harnesses look nice. Nylon harnesses are often bright colors, which look pretty next to a Newf's fur. A leather harness is an elegant piece of equipment and provides quality that synthetics cannot match. Leather harnesses are sometimes more expensive and require regular maintenance, especially in wet conditions. A leather harness which gets very wet may stretch out of shape. Nonetheless, if you appreciate leather goods, a well fitted and properly made leather harness is worth the expense and extra maintenance.

Now that you can carefully decide what type of harness will be proper, comfortable and safe for your dog and appropriate to your draft work, how do you obtain that harness? There are several ways. If you are handy with a sewing machine, have access to the materials for making a harness and have a good feel for proper fit, you can make the harness yourself. If you have access to a leathersmith who makes horse harnesses you can carefully work with the leathersmith to have a lovely harness made to your specifications. Another option is to buy a harness readymade, either from one of the companies that sell carts and harnesses or from a pet supply store. The best option for most people is to order a custom made harness. Most harness makers have specific measurements they want you to take on your dog in order for them to make a properly fitted harness. Contact a harness maker and he will tell you what measurements to take. If you choose to get a harness this way, it is quite simple:

A PROPERLY FITTED SIWASH HARNESS


The straps make a wide cross at the withers
For any additional back straps there should be no extra slack or tautness.
The collar portion of the harness is snug at the base of the neck, with the collar straps converging at the dog's sternum (breastbone).
The entire shoulder assembly of the dog is completely unrestricted by the harness.

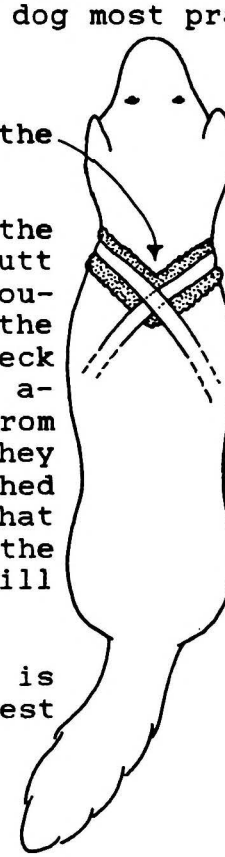
The pull back on both straps is equal, distributing the stress through the padded collar. Straps are attached together, keeping pulling stress even, at that point on the height of the dog most practical for the apparatus being pulled.



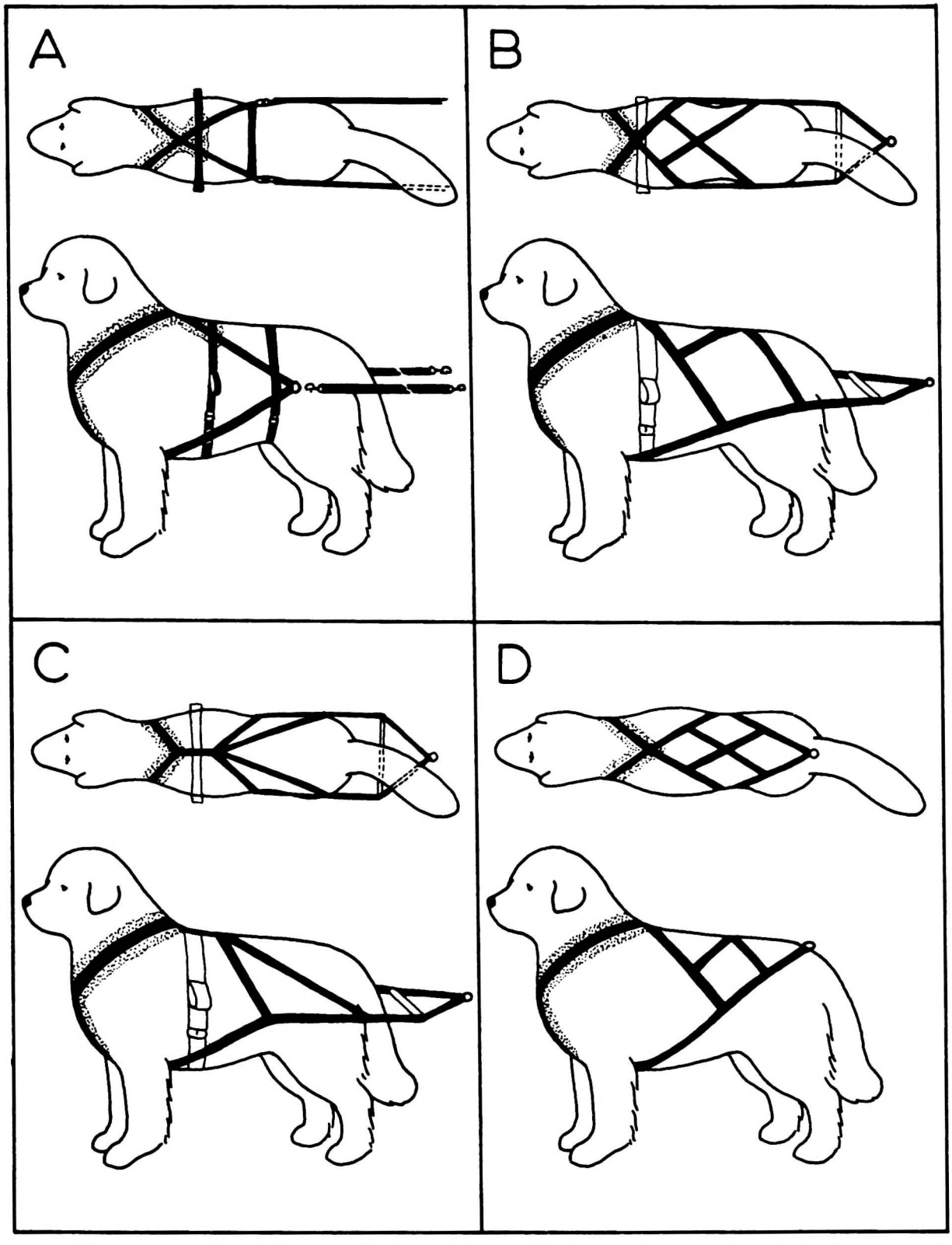
Wide cross at the withers

The edges of the neck straps butt together for double width on the chest strap. Neck straps divide again 4" to 8" from the sternum. They should be stitched together for that distance so the dog's armpits will not be chafed.

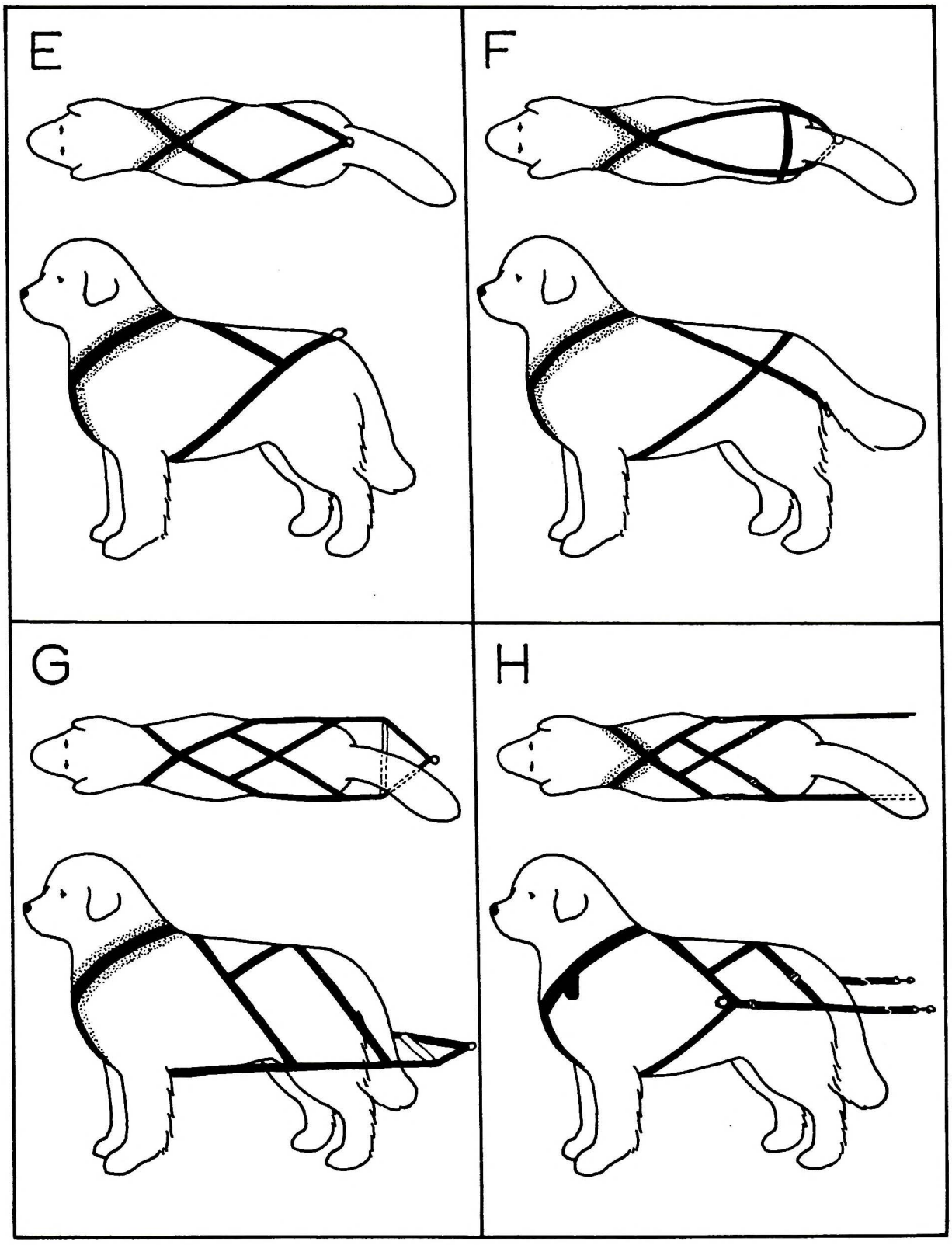
The collar is padded from chest to withers.



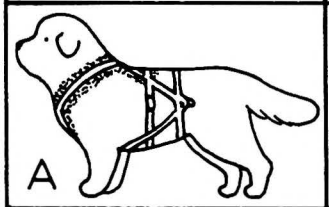
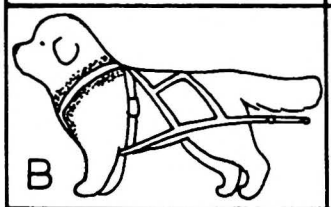
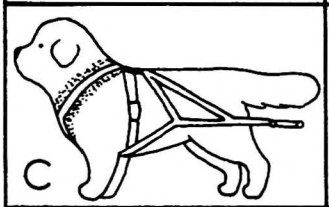
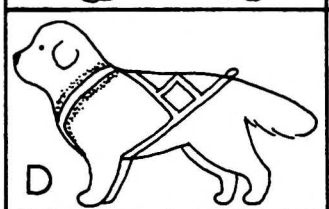
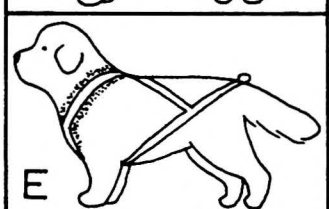
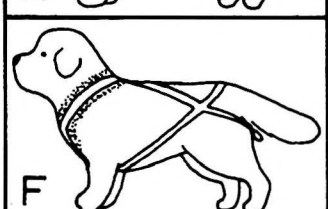
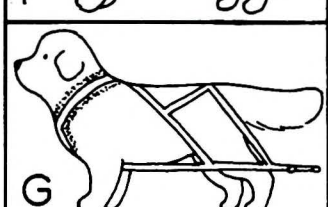
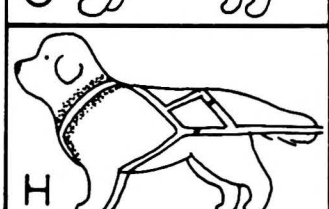
TOP AND SIDE VIEWS OF SOME



MAJOR SIWASH HARNESS STYLES



SIWASH HARNESS COMPARISON CHART

HARNESS STYLE	USED FOR / BEST USE	ADVANTAGES	DISADVANTAGES
 A	all apparatus / cart wagon travois	Maximum efficiency for hauling shafted apparatus. Comfortable when not hauling. Traces adjustable. Very versatile	Very adequate but not superior for sled or toboggan hauling.
 B	all apparatus / cart wagon	Very efficient for hauling shafted apparatus, sled or toboggan. Very versatile.	Rear of harness may interfere with dog's legs when not hauling. Can shift in use if not fitted perfectly.
 C	all apparatus / cart wagon	Very efficient for hauling shafted apparatus, sled or toboggan. Very versatile.	Rear of harness may interfere with dog's legs when not hauling. Can shift in use if not fitted perfectly.
 D	sled toboggan / racing recreation	Comfortably worn when not hauling. Sliding x-back compensates for off-center pull of gang line team hitches.	Pulls down on croup on large dogs, except when skijoring
 E	sled toboggan / racing recreation	Flexible and simple in design. Comfortably worn when not hauling.	Pulls down on croup on large dogs, except when skijoring
 F	sled toboggan / all-purpose	Construction all one piece for maximum strength. Versatile: recreation or light freight. Comfortably worn.	Pulls down on croup on large dogs, but not as much as D and E.
 G	sled toboggan / freight	Most efficient for hauling heavy loads	Rear of harness interferes with dog's legs when not hauling. Can shift if not fitted perfectly. Least versatile.
 H	sled toboggan / freight	In multi-dog use, used for singlefile hitching. Versatility is increased with use of spreader bar in back.	Can shift in use if not fitted perfectly. Rear portions may interfere with dog's legs when not hauling.

take the measurements on your dog carefully, send them and a check to the harness maker, and before long you receive a lovely harness custom fitted to your dog. A number of harness makers are listed in Appendix A.

SELECTING THE RIGHT DRAFT APPARATUS

Your dog's harness is the most important piece of his equipment but using that harness with the right draft apparatus and using that apparatus only under the right conditions each run a close second. Often the draft apparatus that is most convenient to use and the one that is the best to use for a particular job are not the same. Select your draft apparatus to suit the conditions under which you will work most often and then, if you encounter other conditions on occasion, be prepared at those times to modify the work you ask your Newf to do. You may need to own two or more apparatus to be able to match working conditions at different times. The cost of additional apparatus is less than the cost of injuring your dog.

The terrain and ground surface where you will be doing draft work must be considered most distinctly when choosing the kind of apparatus you want to use.

A CART works best on a hard, flat surface, such as concrete or asphalt. It will often work well on grass and on hard-packed dirt or gravel, although the smoother and harder the surface the easier and safer the work will be. The load in a cart must stay well balanced. Therefore, if the surface on which a cart is used is very rough, special precautions must be made to keep the load well balanced. An unbalanced load can cause problems in several ways: if it shifts forward, its weight causes the shafts of the cart to press down excessively on the harness, which is very uncomfortable for your dog. If it shifts backward, it will cause the shafts of the cart to lift upward, which at least makes working uncomfortable and difficult for your dog and at most, under extreme circumstance, may lift his front feet off the ground! If you want to carry a passenger, a sulky cart is designed for proper balance and a comfortable ride. In fairness to your Newf, use a sulky with passengers that are old enough to know to sit still and not to wiggle excessively. For hauling cargo of any sort, use a utility cart. Its box shape makes it more efficient for carrying cargo and for securing it safely in the cart in a balanced manner. If you must carry cargo on a sulky cart, make sure that you secure it as low in the cart as possible while still retaining the proper balance of the cart and make certain it will not shift in transit. Likewise, if you carry a passenger in a utility cart, make sure he remains seated directly over the wheels so that the cart is balanced at all times. Because of their maneuverability, carts are nice for hauling in confined spaces such as city sidewalks where you share the way with other pedestrians. Carts are also nice for exhibition work, as they can be backed easily

and safely, can be maneuvered quite precisely and are usually easy to transport.

A WAGON, like a cart, works best on a hard, flat surface and will work reasonably well on grass, on hard-packed dirt and on gravel. Because they have four wheels, wagons demand more maneuvering space than carts, but not to an excessive degree. A wagon is more versatile than a cart in the load it can carry. Precise balance of the load is not imperative with a wagon, so you have more freedom in what you can put in your wagon and where in the wagon bed you can put it. Wagons are especially nice for hauling small children - small children love being taken for rides but also have a propensity to wiggle in transit. In a wagon this does not present a problem. When backing a dog hitched to a wagon, you need to take care that the wagon does not jack-knife. When making turns, the turns should not be so tight as to cause the wagon to tip. Many large wagons are bulky enough that they are inconvenient to transport. A converted child's wagon, however, is small enough that is can be easily transported, especially when the gates are removed and the shafts are folded back to the underside of the wagon.

Both carts and wagons are guided by shafts, which on a cart are attached to the cart itself and on a wagon to the steering mechanism of the front wheels. The shafts are used for steering only and usually go through special loops on either side of the harness. If each shaft has a small projection, such as a screw-eye, several inches from the end, this will act as a brake. This brake keeps the apparatus from bumping the rear end or hind legs of your dog on a downhill grade or when your dog slows quickly. In addition, the brakes enable your dog to back the apparatus when necessary. The shafts should be long enough to allow your dog sufficient room to extend his back legs completely without hitting the cart or wagon. The front ends of the shafts should be about even with your dog's shoulders.

The traces, going from the harness to the cart or wagon, usually attach to the ends of a SINGLETREE. The singletree is a cross bar secured at its middle to the center front of the cart or wagon so that it can pivot and give freedom of movement to your dog's shoulders. This freedom of movement is necessary when pulling around curves and corners. Some harness styles have a single connection to the cart or wagon. These harnesses have a spreader bar (which acts somewhat like the singletree) that keeps the two sides of the harness at dog width; the straps then join in a single connection behind the spreader bar. At this point the harness is connected to the cart or wagon, either directly to it if it has no singletree, or to the center of the singletree if it does have one. If you use a harness with a single direct connection to the apparatus, it is important to make sure that sufficient space is between the dog and apparatus. An expandable connection can be useful in this kind of situation. Such connections can include adjustable traces and carabiners.

Carts and wagons are both fairly efficient kinds of draft apparatus when used properly. Once the apparatus is set in motion, a minimum amount of energy must be expended by the dog to keep it moving since well-made and well-lubricated wheels cause little drag or friction.

A TRAVOIS is very limited in its areas of "best use." Since a travois drags constantly on the ground, there is always significant friction between the apparatus and the ground. This, of course, means that the dog must work harder and pull more. In addition, some of the freight load's weight is carried on the back of the dog. Because of this combination of constant drag and weight on the dog's back, a travois can only carry a very light load, far less weight than the other types of draft apparatus. Where a travois does work well is where simply nothing else will work: on exceptionally rough wilderness trails and in forested areas where a cart or wagon cannot be used. In many cases a load can more easily and safely be backpacked by you and your dog, rather than hauled on a travois. Usually it is the bulk of a load rather than its weight that necessitates the use of a travois rather than a backpack.

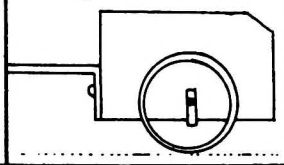
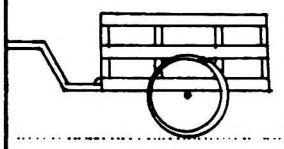
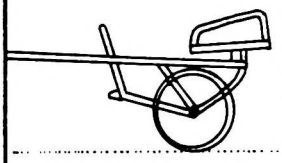
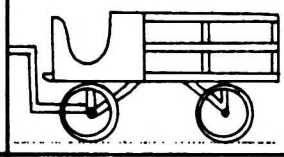
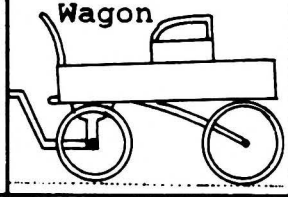
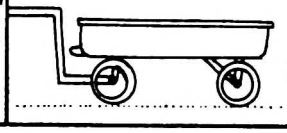
A SLED works best on packed snow or rough ice. A dog sled can carry a load in its bed, as well as the "driver" who stands on the back runners and steers the sled. A child's sled has the standard steering bars down low in front, although these are generally of minimal use when a dog hauls. Being on runners, sleds are not very efficient for use in deep snow but on packed surfaces they are very efficient. They have a reasonable load capacity, and are often fun for pulling people. One need not be too concerned about balancing a load precisely on a sled, as the sled is hard to upset because of its long runners.

A TOBOGGAN works best on packed snow or rough ice but also can be used on loose or loosely packed snow, due to its flat bottom. A toboggan has more drag on the snow than does a sled because the whole flat bottom is in complete contact with the snow. On packed surfaces this causes minimal difficulties. There is no steering mechanism on a toboggan but a toboggan has a nice load capacity when loaded carefully. Freight should not extend past the sides of the toboggan to drag on the snow.

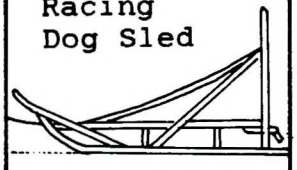
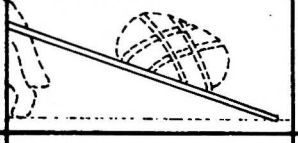
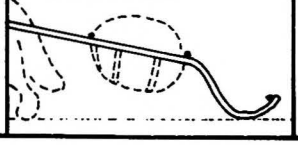
Toboggans and many sleds have no brakes and none can be stopped by the dog when hauling. Therefore, it is important when using a sled or toboggan to work closely enough to your dog so that you can stop the sled or toboggan before it slides up and hits your Newf from the rear.

Your dog's characteristics affect the work he can do. His size, weight, strength, age and maturity are important in choosing the kind of work, and hence, the type of draft apparatus to be used. A large, fully mature Newf will have different capabilities than a small Newf or one that is still immature. A strong, orthopedically sound Newf will have different capabilities than a well-conditioned Newf with mild

DRAFT APPARATUS

AVAILABILITY	BASIC TYPE OF APPARATUS	SURFACE ON WHICH APPARATUS WORKS BEST	ADVANTAGES	DISADVANTAGES	USE WITH MULTIPLE DOGS
homemade	Simple Box-style Cart 	asphalt, hard surfaces	can be built from inexpensive materials; easy to maneuver and often lightweight	balanced load imperative	yes, with adaptations
homemade or purchase	Utility Cart 	asphalt, hard surfaces	can be built from inexpensive materials or purchased readymade: easy to maneuver: lightweight	does not carry passenders well; balanced load imperative	yes, with adaptations
purchase	Sulky Cart 	asphalt, hard surfaces	easier to balance when carrying passengers than other types of carts; easy to maneuver; lightweight	designed mostly for passengers; balanced load imperative	yes, with adaptations
homemade	Simple Utility Wagon 	asphalt, hard surfaces	solid, steady and low to the ground; space for people and load; can be homemade	needs more maneuvering space than a cart; large and bulky to transport	yes
homemade	'Sulky-style' Wagon 	asphalt, hard surfaces	has springs for very smooth ride; space for people and load; can be homemade	needs more maneuvering space than a cart; large and bulky to transport	yes
purchase and adapt	Converted Child's Wagon 	asphalt, hard surfaces	conversion of wagon is fairly easy; lightweight and fairly inexpensive. More portable than other types of wagons.	Needs more maneuvering space than a cart; small wheels make this wagon less efficient than other wagons	yes

COMPARISON CHART

AVAIL-ABILITY	BASIC TYPE OF APPARATUS	SURFACE ON WHICH APPARATUS WORKS BEST	ADVANTAGES	DISADVANTAGES	USE WITH MULTIPLE DOGS
purchase	Child's Sled	packed snow, rough ice	relatively inexpensive; easily accessable; good for play	cannot be used off packed surface or in deep snow; minimal control and load carriage	yes
purchase	Standard Racing Dog Sled 	packed snow, rough ice	minimal drag on packed surface; can be steered, has brake; handler can ride	cannot be used efficiently off packed surfaces or in deep snow	yes
purchase	Standard Toboggan	packed snow, rough ice, also works on loose snow	easily accessable; can go on more loosely packed snow than sleds; follows snowshoe trails	presents more drag on packed snow than sleds; has no steer or brake mechanism	yes
purchase	Pulk	packed snow, rough ice, also works on loose snow	rugged, lightweight, versatile can also be hauled by person on skis or snowshoes; use with or without shafts	presents more drag on packed snow than sleds; without shafts has no steer or brake mechanism	yes
homemade	Makeshift Indian-style Travois 	trails and forested areas (non-snow seasons)	occasionally useful in short-term hauling situation makeshift materials usually accessable; inexpensive	inefficient and stressful to dog in extended use; presents significant drag; not designed to haul people	no
homemade	Modern Aluminum Travois 	trails and forested areas (non-snow seasons)	hauls load in areas wheeled apparatus cannot go; minimal flex of load transmitted to dog; can be homemade	presents drag but less than Indian-style travois; not designed to haul people	no

hip dysplasia. A lively, two-year-old Newf will have different capabilities than a steady, trustworthy nine-year-old Newf. All are capable of being excellent draft dogs, but each has his own particular capabilities. Match your apparatus and work to your dog.

Finally, pay attention to weather conditions and distances each time you work with your dog. A job that is easy for your dog to do at 50° F could be uncomfortable for him at 75° and downright dangerous at 90°. Or a job that is uncomfortable to do at 65° on a still day in bright sunshine would be easy and comfortable at that same temperature with a heavily overcast sky and brisk winds. Weather is a variable of which you must be constantly aware when doing draft work. Likewise, the distance you intend to travel must be considered. On a warm day, a slow, easy spin down the block and back to give the kids a fun special ride is a reasonable task to ask of your Newf. But a jaunt of a mile or two to the grocery store on that same sunny, warm day is not a particularly kind thing to ask of him.

LOADING YOUR APPARATUS

Only once you understand the proper equipment needed for doing draft work with your Newf, are you ready to begin training your dog to haul with that equipment. Of course, before you do any actual hauling with your Newf, you should have worked to master basic control with him and followed the steps of preliminary training.

Once your dog is well trained and happily hauls an empty apparatus, you can gradually introduce him to hauling a load. Since the load you haul is part of the equipment in draft work, it is well worth thinking about loads; think hard. Remember, a proper freight load for any particular dog is never static; it changes with conditions. Each time you work with your dog determine the proper freight load for him at that time. A proper freight load for your dog is that load which he can haul very comfortably with no excessive stress. To determine the proper freight load consider at least the following factors:

1. the size, weight, strength, age and maturity of your dog;
2. the type of apparatus you are using and if it best matches the load you wish to haul and where you want to haul it;
3. the ground conditions and terrain;
4. the weather conditions;
5. how the freight can be loaded and balanced on your apparatus;
6. the distance the freight is to be hauled.

EQUIPMENT FOR DRAFT WORK TRAINING

The importance of using proper equipment when training and doing draft work with your Newf cannot be overstressed. Unlike many other types of Newf work activities, such as obedience, tracking or water work, draft work is totally dependant on your dog being able to function using specific equipment. Choose your equipment carefully. The health and safety of your dog as he works is dependent on his equipment being properly constructed, fitted, and maintained. Do not hesitate to replace an outgrown piece of equipment (such as a harness or collar) with a properly fitted one if your dog has grown during the months you are training.

Listed below are equipment items that you will find necessary during the stages of draft work training. Most can be bought, some can be made easily, and others you may already have as part of your everyday dog paraphernalia. Additional information about purchasing and making draft equipment can be found in Appendices A and B.

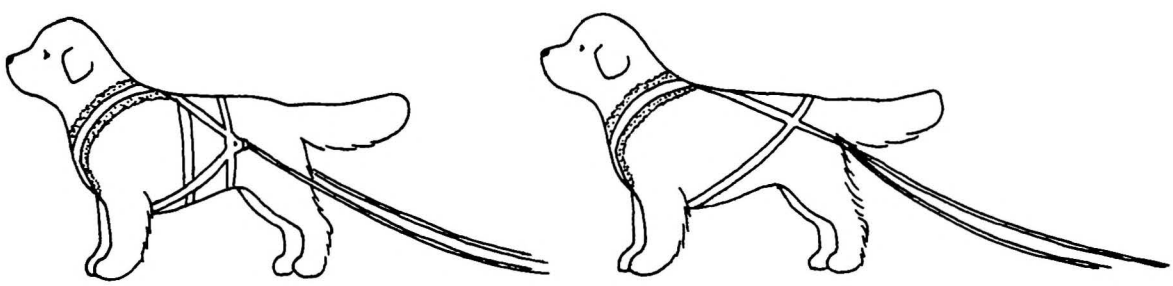
TRAINING COLLAR: The collar should fit your dog's neck with about 2 inches of slack between the neck and the collar as you hold the collar away from your dog's neck. The familiar chain collars and the round braided nylon slip-collars are fine. If your Newf has an especially large head, you may find that the snap-around nylon or buckle-on combination chain-and-leather collars will permit better fit. These latter collars can be used on either the dead or live ring the same as the conventional slip-collar, but allow for better fit since they are not removed over the head and ears. The collar should be worn during all training sessions and whenever your dog is working.

LEADS: A four-foot to six-foot lead is all that is needed for most draft work. Leather, woven cotton or soft nylon webbing leads are most suitable. Chain or part-chain leads are heavy, noisy and clumsy, and are uncomfortable in your

hands. Five-eighths inch is about as wide as you will find comfortable to handle. Choose a lead with as small a snap as you can find. You may also find that a short (six-inch to eight-inch) tab lead is useful when you are first beginning off-lead work.

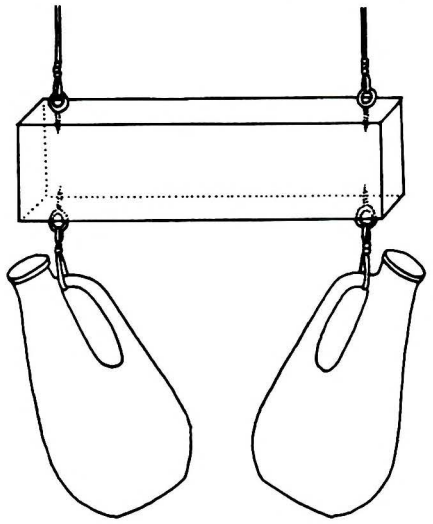
HARNESS: A well-fitting harness, appropriate for the type of draft work you intend to do, is needed. A siwash harness is recommended. Consult the harness comparison charts and weigh the comparative merits and drawbacks of each kind of harness before choosing a harness. Whether you buy or make your dog's harness, it is imperative that it fit properly. A temporary harness (ie. borrowed and relatively well fitted; or adjustable harness for a growing pup) may be used for non-drag training only. Any drag training or hauling should be done with the dog's own permanent, well-fitted harness.

DRAG LINES: Two six-foot drag lines will be used for initial no-weight drag training and for light-weight drag training. One-quarter inch line or rope works well. Nylon line is quite suitable, as it is light and flexible. You may wish to attach clips to one or both ends of your drag lines, or they may simply be tied to the harness and drags.

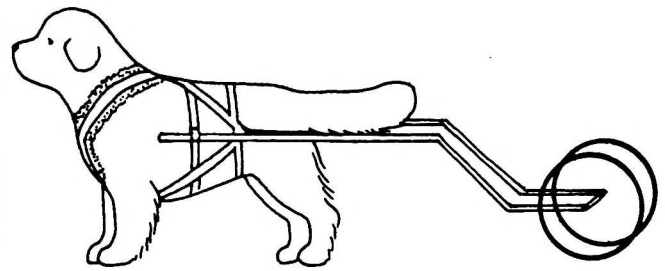


LIGHTWEIGHT DRAG: A simple lightweight drag to use for initial drag training can be constructed very easily with a piece of 2"x4" wood approximatley 15 inches long, 4 screw eyes, and an optional 2 pieces of line or rope approximately 15 inches long. Insert the screw eyes at each end of the 2 inch sides of the woodblock. The two pieces of line or rope are attached to the screw eyes on one side of the woodblock, and graduated weights may be attached to the screw eyes on the other side. The line or rope will be attached to your drag lines during drag training, or you may wish to attach your drag lines to the screw eyes directly.

GRADUATED WEIGHTS FOR DRAG: As training progresses, you will gradually increase the weight of the drag. Any weights that can be gradually increased and that can be attached to the drag will work. An easily obtainable weight for drag consists of two empty plastic bleach bottles (or other plastic bottles with handles) that can gradually be filled with sand or water for weight. Other types of weights for drag include window-weights, logs, or old tires.



TRAINING SHAFTS: This piece of equipment is optional but can be useful in training a dog that will be using a shafted apparatus (cart, wagon, or travois). Training shafts are cart shafts with nothing but a pair of wheels at the back. Training shafts allow your Newf to become accustomed to shafts on either side of him before the noise or bulk of a cart or wagon is attached to those shafts. An empty travois works very well as training shafts when training is being done on grass or dirt. Two brooms or other poles, attached at their tops to the sides of the harness and arranged so they stay at dog-width at their bottoms, can also work as acceptable training shafts.



DRAFT APPARATUS: A well-made, efficiently working draft apparatus should be chosen. Consult the draft apparatus comparison chart and choose a draft apparatus that is well suited to the type of work you will be doing with your dog. If you wish to do draft work with several kinds of draft apparatus, choose one type for training. Once your Newf becomes proficient at working with that one apparatus, gaining proficiency with a second type will come quite quickly.

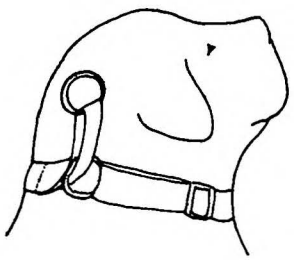
TRACES, GANGLINES: Depending on the type of apparatus you use, you may need traces or lines for hitching your harnessed dog to his draft apparatus. A carabiner (as used in rock climbing) is a very useful type of adaptable clip for attaching traces to an apparatus. Obtain or make whatever traces or ganglines are needed to hitch your dog properly.

ADDITIONAL EQUIPMENT FOR TEAM TRAINING

When training a team of Newfs, a few additional items of equipment are useful.

SHORT LINE WITH CLIPS AT BOTH ENDS: This is used to attach two dogs to one another as they haul side-by-side or to attach a dog directly to a gangline or trace. A clip or ring in the center of such a line allows it to be attached to a center shaft or gangline while attached to two dogs.

LIMITED SLIP COLLAR: This type of collar normally lays loose on the dog's neck, but when pulled will tighten just enough to hold a dog securely. It works well attached to a double-clip line.



EXTRA RINGS: Extra rings may be sewn onto harnesses (usually at the sternum) for attachment to ganglines or shafts.

POINTS TO REMEMBER AS YOU TRAIN AND WORK YOUR DOG

As you and your dog train and work through the various steps towards becoming happy and efficient draft work companions, there are several things about which you should be thinking. These points are basic to draft work and should, with time, become second-nature to you. In other words, as you train and improve your skills these will be the basic points that run through your mind prior to each training or work session. These points concern basic safety for your working dog, and by observing them you and your dog will always be able to work together as a safe and happy team.

WORK AND TRAIN YOUR DOG WITHIN THE PROPER CONSTRAINTS FOR ITS AGE AND DEVELOPMENT

1. Preliminary training, which includes basic control, introduction, putting on and wearing of a harness, and pulling a no-weight drag, can be done with pups of any age and with adults.
2. Introduction to lightweight-drag training can be done with medium-grown pups (6 months or older) and adults.
3. Heavy-drag training and introduction to and training with the draft apparatus is best done when the dog is a least one year old or is finished with its significant growth and has reached adult height. This stage of growth may be at over one year of age in many Newfs, especially males.
4. Actual hauling of a loaded apparatus should be done only after the dog is fully mature and is finished with basic growth. For most Newfs this is around 1 1/2 to 2 years of age.

BE AWARE OF HOW VARIOUS CONDITIONS AFFECT DRAFT WORK, AND KEEP THEM IN MIND WHEN WORKING WITH YOUR DOG

1. Always be aware of how your dog's working abilities are affected by his conformation and structure, his health, and his age.
2. Be aware of how well your draft apparatus functions. Is it in top working condition? Is it properly balanced? Are you allowing your dog to respond correctly to the draft apparatus' weight and bulk?
3. Be aware of how the load your dog is pulling affects his hauling speed: each dog has a speed at which he works most efficiently and can therefore work most comfortably. This speed may change with different loads, and is often a bit faster than you may normally walk.
4. Consider the ground conditions. What is the surface upon which your dog will be hauling: grass, asphalt, gravel, deep snow, shallow snow, ice? How efficient is the apparatus while moving over this surface? How much friction or drag is produced while hauling? How are the ground conditions going to affect your dog as he works? Will hot asphalt burn his pads? Will ice balls form on his feet during snow work?
5. Consider the weather conditions and temperature. Cool or cold weather are a working Newf's delight. In warm or hot weather, do not let your dog overheat.

LEARN TO RECOGNIZE YOUR DOG'S STRESS SIGNALS AND ACT ACCORDINGLY.

1. Your dog may indicate stress from temporary problems that can usually be remedied immediately. Once a problem has been identified and remedied, your dog can continue working immediately. Such temporary problems may include ice balls on the feet, a harness or apparatus that has become twisted or tangled, or an improper or unbalanced load on the apparatus. If your dog gets ice balls in the hair on his feet, try to remove them yourself before your dog attempts to remove them with his mouth. If he bites or licks them out, the hair gets wet and is prone to building up new ice balls very quickly. Remove ice balls by crushing them with your fingers and pulling them off the ends of the hair. Do <u>not</u> trim the hair on your Newf's feet shorter than his pads in an attempt to avoid ice balls. With certain types of snow ice balls will form anyway, and if the hair is very short the ice ball will simply form between the pads and be especially uncomfortable. Petroleum jelly rubbed generously into

the hair on your Newf's feet will significantly reduce ice ball buildup. Ice balls that form in the feathering on the legs seldom bother a dog.

2. Other types of stress demand immediate attention for your Newf's safety and usually require stopping the day's work in order to give the problem time to be corrected. These urgent problems can include overheating or chilling, exhaustion, injuries (caused by pulling a load too heavy for the specific conditions that day; twists or strains; or lacerations from glass on streets or excessive sharp ice), and harness or apparatus chafing.

TRAINING

INTRODUCTION TO THE HARNESS

Before introducing your Newf to the harness you must make sure that the harness is the right harness for your Newf. This includes:

1. Select a harness correct for the type of draft work intended. For help in selecting a harness you can pursue several possibilities. Consult the harness comparison charts. This will enable you to see the basic varieties, and to compare the relative merits of each. In addition, if you know people who have done draft work of any sort, talk to them, ask them about the harnesses they use, and what the good and bad points of these harnesses are. If they have never thought of good or bad points, try to find out in other ways. Observe the harness in use; see how it works, where the major stresses are, how it is put on the dog, and so on. Do whatever snooping you can; ask questions, write letters to get information to help you make your choice.
2. Be sure the harness properly fits your Newf. Proper fit of the harness is of crucial importance. Whether buying or making a harness, study the illustrations of basic siwash harness styles. This will enable you to understand what comprises a proper fit. If you are buying your harness, be cautious of harnesses that are already pre-sized. A company that requests specific measurements from your dog (usually clearly explained on the order blank) will usually provide you with the style of harness you want custom-fitted to your dog. If you make your own harness, be certain to make a pattern first. Use strong cloth or ribbon, baste it firmly together, and try it on your Newf as often as necessary to be certain that it fits. With either a bought or home-made harness, perform the following test to check on fit (follow the steps for "Putting on the Harness"):
   Put the harness on your Newf, then have a friend pull on the harness from behind to simulate a drag from the draft apparatus. Your friend should be pulling on the harness

from the point(s) at which traces attach. While your friend pulls, use your hands and eyes to do some checking; the harness should have a snug fit, but should not be so tight as to bind or chafe. The pull should come basically from the chest; make sure the strap through which this pull comes is across the sternum (breastbone). If it is higher it can hit the windpipe and choke your dog, if it is lower it will tend to slip down in use and be highly inefficient and uncomfortable. Check to see that all parts of the harness are equally snug; slack places mean that the forces are not being correctly transfered from the dog's chest to the apparatus. Be certain that those parts of the harness that go around the various parts of your dog's body do not interfere with shoulder or rear movement in any way. Your Newf should look and act comfortable wearing his harness.

ACTUAL INTRODUCTION OF THE HARNESS

Before you harness your Newf, show the harness to him. You do not want him to be surprised by a strange new thing encircling his body.

Step 1: Take the harness to your Newf. Let him see it and sniff it. Do not, however let him mouth or chew it. Praise him for any interest he shows in the harness.

Step 2: Call your Newf to you, and let him see and sniff the harness. Again, praise him.

As you introduce your Newf to his harness in this simple manner, keep in mind that the feeling he develops for his harness will carry over to his feeling for draft work. Your Newf can learn to go wild with joy when he sees his harness.

Before you harness your Newf show the harness to him.

Step 1: Check the harness to make sure it is not tangled.
Step 2: Show your Newf the harness and let him sniff it if he wishes. Praise him.
Step 3: Tell your Newf to sit or to stand and to stay by you. Slip the harness over his head to his neck, talking and praising as you do so.
Step 4: Leave the harness on your Newf's neck for a few seconds, then slip it off. More praise!

Slip the harness over your dog's head to his neck, talking and praising as you do so.

Step 5: If your Newf shows any uneasiness or apprehension, repeat steps 3 and 4 until he is comfortable with this procedure.
Step 6: Slip the harness over your Newf's head, then proceed to put the harness completely on him. Use lots of reassuring talk as you do so; praise, coax, and fuss over him so he will learn what a fun experience this can be.
Step 7: If your Newf will need to change positions in order to be completely harnessed (sit, stand, turn) use those commands (and lots of praise) while harnessing him.

WEARING THE HARNESS

A draft dog wears his harness as a "second skin". In other words, he should be totally accustomed to it and, once it is on, pay virtually no attention to it. There will be many times when your Newf is not actually hauling but will still continue to wear his harness, so a feeling of total nonchalant comfort while wearing the harness is the attitude you want.

Step 1: Put the harness on your Newf.
Step 2: Encourage your Newf to walk around. Supervise him while he wears the harness, keeping an eye out in case he becomes tangled in the harness. If he does become tangled in the harness:
1. Calm him down, make him hold still, and tell him what a good dog he is.

2. Untangle the harness.
3. Have your Newf continue to wear the harness for a bit after being untangled, so his last association with the harness is that of being properly harnessed, not tangled. Praise him.

Step 3: Allow your Newf to wear his harness (always supervised) while doing everyday activities. Use lots of praise and make a fun "harness time" while he eats, sleeps, takes walks, and so on.

Remember: While your Newf is wearing his harness, there are three activities which he should not be allowed to do. Do not allow him to chew the harness. Do not allow him to romp

A feeling of total nonchalant comfort while wearing the harness is the attitude you want.

or rough-house with other dogs or animals. And do not allow him to go in the water or to swim. He will not be allowed to do these activities later when he is hitched to his apparatus. Expose him gradually to these unacceptable situations while wearing his harness, and praise him as he exhibits the desired calm behavior.

If your Newf does show one of these unacceptable behaviors while wearing his harness, gently but firmly tell him "no", and immediately expose him to a situation where he will exhibit the proper behavior. At that time, praise him for his appropriate behavior. If he starts to chew on the harness, tell him "no" and immediately distract him with an object or toy on which he is allowed to chew. Then praise him both as he stops mouthing the harness and as he chews on the appropriate chew-toy. If he starts romping or showing inappropriate rough behavior while wearing the harness, lead him from it by the collar, telling him "no rough-housing" as you give a little tug on his harness to help him associate your "no rough-housing" command to his harness. Use a control command, such as "sit" or "down", and then spend some time

talking to him calmly and praising him for his calm behavior. The best way to keep your Newf from entering the water wearing his harness is to avoid working him in harness near any accessable body of water until you have completely mastered off-lead voice control of him. When you are certain you have voice control over your Newf in the tempting presence of water, you should take him near water. From now on, your Newf should only go in the water when you instruct him regardless of what he is wearing. Even so, it is a good idea to reinforce the idea, once that complete control is gained. When your Newf is in harness and you are near water, let him look at the water while you give a reminding tug on his harness. Tell him "no swimming in harness" and then praise him. Newfs are smart; he will make the association. Your Newf can learn now to associate the wearing of his harness with the acceptable and safe behavior for draft work.

LEARNING ABOUT A DRAG ATTACHED TO THE HARNESS

As you acquaint your Newf with the feel of pulling a drag, you are entering the really fun part of beginning draft work. Yet, this is serious training, so remember that praise, talking, coaxing, and reassurance are important. Keep it happy and fun for both you and your dog.

Remember: Before learning about a drag, your dog should:

1. feel totally comfortable and relaxed wearing his harness and
2. consistently obey the commands that constitute basic control: come, sit, down, stay, and walk in heel position.

As you train you should use consistent commands to instruct your Newf in what you want him to do. You can use any commands that are natural and comfortable for you, as there are no "right" and "wrong" commands in draft work. If you wish to have some guidelines in "traditional" commands used in draft work, you might wish to use some of the classic commands used for traditional dog-sled hauling and for sled-dog racing. These commands are listed and explained in the section on Sled-Dog Racing (page 71).

INTRODUCE AND ACCUSTOM YOUR DOG TO A SIMPLE, NO-WEIGHT DRAG

Step 1: Harness your Newf.

Step 2:Take your two six-foot drag lines and introduce them to your Newf in the same manner you introduced his harness to him. Let him see and sniff them and praise him for his interest.

Step 3: Instruct your Newf to stand and stay; attach the drag lines (either clip them or tie them) to his harness. Attach the lines to the harness at the location where traces are to be attached (usually side rings on a cart, wagon or travois harness, and rear ring(s) on a sled or toboggan harness).

Step 4: Encourage your Newf to move around while dragging the lines. Praise him profusely! First let your Newf simply move around by himself (with your supervision) to get accustomed to the feel of the dragging lines. He may very likely step on the lines, but with your encouragement and praise he will learn to move his feet off of them when this happens. When he seems no longer concerned about the drag lines attached to his harness, move your Newf, on lead, through the basic control commands (come, sit, down, stand, stay, walk in heel position) while he drags the lines. Use plenty of praise at all times.

Step 5:Repeat step 4 until your Newf feels totally comfortable and shows complete off-lead control while dragging the lines.

INTRODUCE AND ACCUSTOM YOUR DOG TO A LIGHTWEIGHT DRAG

Step 1:Make or obtain a woodblock drag or a comparable drag of about 2 to 3 pounds weight (see Equipment, page 32). Introduce your Newf to the drag, and praise him for his interest.

Step 2: Instruct your Newf to stand and stay. Attach the drag to the lines which are attached to your dog's harness. Be certain to allow 3 to 4 feet of space between the dog and the drag; you want to insure sufficient space so that there is no interference between the dog's hind feet and the drag as he extends his hind legs while moving.

Step 3: Attach a lead to your Newf's collar so that you may guide him or exert control as necessary.

Step 4: Tell your Newf to "pull" ("hike", "go", or whatever command you choose) and encourage him to move forward next to you, pulling the drag. As he does so, talk to him enthusiastically and give him plenty of praise. If he starts to gallop or romp fast, slow him down to "pull" at an even, steady pace; a trot or walk. If he turns

around, guide him straight again, and encourage him to "pull" forward. Work at getting him used to moving along next to you, pulling his drag.

Step 5: As your Newf is moving beside you, give a "whoa" ("stop", "halt") command, slow down for a few steps, guiding your Newf by his lead to do likewise, then stop. Use your lead, and a hand against his chest if necessary, to stop your Newf. Praise him. As he is learning the "whoa" command, encourage him to stand when he is stopped (use the "stand" command after the "whoa" command if necessary). When he stops encourage him to assume the position in which he will wait when he is attached to his draft apparatus; this is usually a "stand" or "sit" position.

Encourage your dog to move forward next to you, pulling the drag.

Step 6: Repeat steps 4 and 5 as often as necessary until your Newf is happy and comfortable pulling the light drag in at least a couple of broad loops around the yard or down the road. Remember, talk to your Newf and praise him a lot while he is working.

Step 7: With your Newf on lead work with him pulling the light drag until he gains proficiency on the basic control commands (come, sit, down, stand, stay, walk in heel position). As you work on these commands, incorporate some broad turns so your Newf will be able to negotiate hauling in more than just a straight line. Work with him in the presence of distractions (children, other dogs, cats) and praise him profusely as he becomes proficient at ignoring such distractions.

Step 8:When your Newf has become proficient and capable at the commands, turns and distractions in step 7 while working on-lead, begin working on this with him off-lead. Initially you may want to use a very short lead which you can let hang from his collar or you may want to lay his longer lead over his back, in case you must exert some control by lead. Use plenty of praise and encouragement and work with your Newf until he is proficient and capable at the commands, turns, and distractions while working off-lead. By this point he has learned to respond to your comments and commands rather than to the lead.

INTRODUCE AND ACCUSTOM YOUR DOG TO A HEAVIER DRAG

Remember: If you are training a pup that is less than a year old, or has not attained most of its growth (in height), wait to progress to this and following steps. Enjoy gaining even better proficiency and control at the previous stages of training while you wait for your pup to grow up a little more.

Step 1: Attach a lead to your Newf's collar so that you may guide him or exert control as necessary.

Step 2: Harness your Newf. Attach the woodblock drag to the drag lines.

Step 3: Attach two plastic bleach bottles, filled one-third full with sand or water, to the woodblock drag (see Equipment, page 33). If you are not using a woodblock drag, increase the weight of your improvised drag by about 3 to 5 pounds.

Step 4: Tell your Newf to "pull" ("hike", "go") and encourage him to pull this increased weight the same way he has learned to pull the lightweight drag. Talk to him, praise him and reassure him, as he now has the addition of more weight, noise, and perhaps some movement of the drag as the bottles bounce behind him. Keep him moving at a steady pace with you. Some dogs want to run as the load gets heavier; encourage your dog to learn to maintain his steady pace.

Step 5: As your Newf moves beside you, give him a "whoa" ("stop", "halt") command, slow down a few steps and then stop. Praise your Newf as he stops with you, for he should be applying the "whoa" he learned with the lightweight drag to this hauling of a heavier drag.

Step 6: Repeat steps 4 and 5 as often as necessary until your Newf is happy and comfortable pulling this drag. Remember to use plenty of praise and talk to him while you are working with him.

Step 7: With your Newf on lead work with him pulling the drag until he proficient at the basic control commands (come, sit, down, stand, stay, walk in heel position), turns, and control in the presence of distractions. If you wish for your dog to learn commands for turning, now is a good time to introduce your commands ("gee" or "right" and "haw" or "left"), followed by plenty of praise, as you and your Newf turn in the appropriate direction.

Step 8: When your Newf has become proficient through step 7 begin working with him off-lead. Use plenty of praise and encouragement and work with your Newf until he is proficient and capable at the commands, turns, and distractions while working by you off-lead.

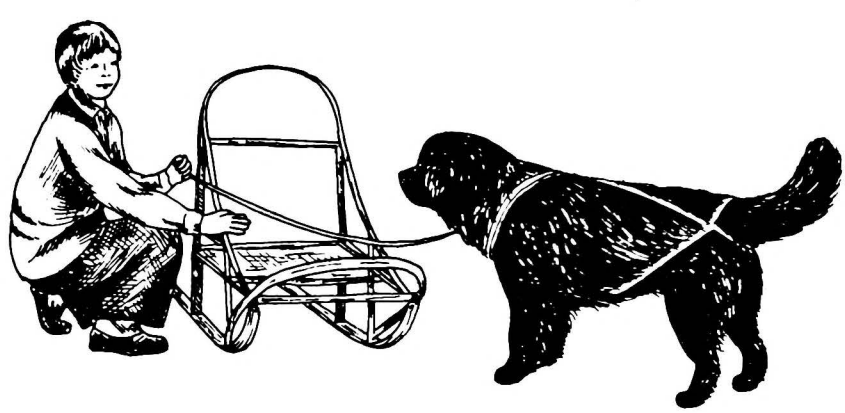
Step 9: Repeat steps 4 through 8, gradually increasing the amount of sand or water in the bottles (or gradually increasing the weight of your improvised drag). Progress

gradually as your Newf feels comfortable and happy pulling the increased weight. Do not exceed a total weight of about 15 to 20 pounds, and remember to lavish him with praise.

INTRODUCTION TO AND USE OF THE DRAFT APPARATUS

By the time you are ready to introduce your Newf to his draft apparatus, he should be well on his way to being a capable draft dog. As you have been working together, the talking, encouragement, and praise will have started the strong bond of "teamwork" which makes your Newf happy to work with you. Keep up the praise and encouragement and the bond will strengthen. In addition, your Newf should be under voice control by now. Even though you will continue to work with him on lead as you introduce new experiences, he should be confident and steady enough in whatever lightweight hauling he has learned so far that he is a controlled, safe working dog. If your Newf is still a bit rambunctious in harness, take the time for some review sessions and work on perfecting that ever-crucial control before using the draft apparatus. Remember, it is easier, safer, and more fun to master control using a light drag than it is once your Newf is hitched to a bulky draft apparatus.

Initial introduction of your Newf to his draft apparatus will be the same for both shafted (cart, wagon, travois) and non-shafted (sled, toboggan) apparatus. Further introduction and learning the feel of the apparatus is a bit different for shafted and non-shafted apparatus; choose the procedure which will work for your particular apparatus.



Introduce your dog to the draft apparatus by walking him around it, encouraging him to look at it and sniff it.

INITIAL INTRODUCTION TO THE DRAFT APPARATUS

Before being introduced to his draft apparatus, your Newf should:
1. feel totally comfortable and happy pulling the weighted drags, and
2. be completely under voice control while working next to you pulling the drags.

Even if your Newf is happy and comfortable around his apparatus, be certain to take the time to go through all the steps of introduction. Many dogs have been spooked, slowing further training, or have become frightened and accidentally broken or even demolished equipment, because their owners were impatient and felt they could skip the introduction. You owe it to your Newf to take the time to introduce him gradually, so that his attitude towards his draft apparatus will always be a positive one.

Step 1: Have your Newf in harness (without drag lines or drag) and on lead. Introduce him to the draft apparatus by walking him around it, encouraging him to look at it and sniff it. Touch it, pat it, talk to him about how nice it is, and praise him for being such a good dog with such a nice draft apparatus. In other words, make a fuss over him, and it, so he will start to develop a special feeling for "his" draft apparatus.

Step 2: Tell your Newf to stay, and have him watch while you, or another person, move the apparatus. Talk to your Newf about what you are doing, and praise him for being such a good audience.

Step 3: With your Newf on lead, have him accompany you while you move the apparatus. Talk to your Newf about what you are doing, and praise him for being with you while you move the apparatus.

If you find that your Newf initially seems apprehensive about his apparatus, take extra care in this first introduction. Have a friend help with moving the apparatus so that you can devote your attention to your Newf. If he is startled by the apparatus or its movement, calm him (tell him "easy", "it won't hurt you") and once he is calm in the presence of the apparatus, then praise him for that calm behavior.

For a dog that shows a tendency to initial apprehension of his apparatus, it is often wise to use a non-shafted apparatus (sled or toboggan) for further introduction. An empty sled or toboggan can be used safely on grass. Many dogs respond well to introduction with a sled or toboggan because these apparatus are quiet and have no shafts to make a dog nervous. Usually once a dog feels very comfortable and secure

using one kind of apparatus, it is relatively easy to shift to using another kind of apparatus.

For further introduction using a shafted apparatus, a somewhat apprehensive dog usually responds most comfortably to a cart or travois, and then to a wagon. Again, this is because a cart or travois present less bulk and noise than a wagon.

Some dogs never show any apprehension at all, and will easily fall right into pulling any kind of apparatus. Whatever kind of dog you have, just be certain to pay close attention to him, and you can deal with his feelings towards his apparatus accordingly.

FURTHER INTRODUCTION AND USE: NON-SHAFTED APPARATUS (SLED,TOBOGGAN)

Be sure your Newf feels confident and comfortable around his draft apparatus. All steps of further introduction are done with an empty (unloaded) apparatus.

Step 1: Have your Newf stand and stay, then move the draft apparatus into position behind him.

Step 2: Hitch the traces from the apparatus to your Newf's harness. If you have not originally put the apparatus close enough behind your Newf for proper hitching, move the apparatus to a closer position so you may hitch it to your Newf's harness without pulling backward against him. Praise your Newf as you hitch him.

Step 3: With your Newf on lead next to you, give the "pull" command and encourage him to pull the apparatus. Praise! Work at a steady pace so he will become comfortabe and at ease while pulling. Do not hesitate to use the word "pull" numerous times as he is moving the apparatus.

Step 4: As your Newf moves beside you, give him a "whoa" command, and encourage him to slow down a few steps, then stop, as he has learned with the drags. Praise him. This gradual slow-to-stop will avoid sudden halts and decrease the likelihood that the apparatus will slide forward and hit your Newf from behind. As you work on these stops you must be aware of the movement of the apparatus. If it continues to move once the dog has stopped, be ready to stop it so it will not hit him from the rear. (This is most likely to happen if you are working on hardpacked or smooth snow, or on a downhill grade.)

Step 5: Repeat steps 3 and 4 until your Newf is happy and comfortable pulling his apparatus and has mastered the gradual stop, and until you have mastered stopping the sliding apparatus when necessary. Use lots of

conversation and praise as you and your Newf work on this together.

Step 6: With your Newf on lead work with him pulling his apparatus until he gains proficiency at the basic control commands (come, sit, down, stand, stay, walk in heel position), turns (using your commands if you wish), and control in the presence of distractions.

Step 7: When your Newf has become proficient through step 6 begin working with him off-lead. Work with him until he is proficient and capable at off-lead hauling. Lavish him with praise, encouragment, and contratulations, for now you and he are a capable, happy, well-controlled draft-work partnership, ready to work!

Work at a steady pace so your dog will become comfortable and at ease while pulling.

FURTHER INTRODUCTION AND USE:
SHAFTED APPARATUS (CART, WAGON, TRAVOIS)

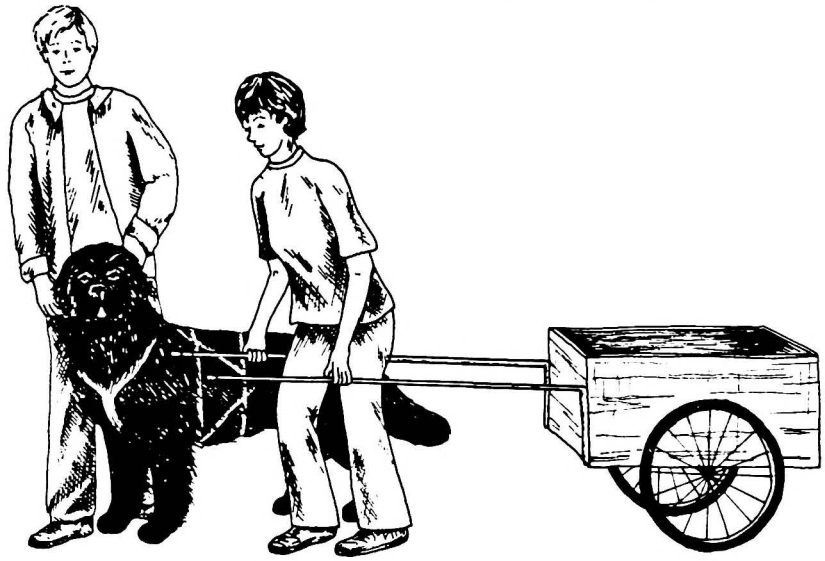
Be sure your Newf feels confident and comfortable around his draft apparatus. All steps of further introduction are done with an empty (unloaded) apparatus. For steps 1 through 6, you will find it helpful to have a friend available as a helper. If you have access to training shafts, they can be used in steps 1 through 8, which involve helping your Newf to become accustomed to shafts on either side of him. When he is comfortable with the training shafts, progress to using the actual draft apparatus.

Step 1:With your Newf harnessed and on lead, position him next to and outside the right shaft (viewed from behind) of his draft apparatus. He will now be between you (on his right) and the apparatus (on his left). Have him close

enough to the shaft so that he can feel it lightly against his fur. Have your helper stand between the shafts, holding one with each hand. Tell your Newf to "pull" and move him forward at a steady pace, with your helper moving the apparatus at the same pace, keeping the right shaft close to the dog. If your Newf seems a bit uneasy about the one shaft next to him, reassure him and praise him as he moves next to the shaft. Have your Newf stop ("whoa") with the shaft also stopping as he stops.

Step 2: Position your Newf next to the left shaft, with you on his left side, and repeat step 1.

Step 3: Repeat steps 1 and 2 until your Newf is relaxed, comfortable, and in no way frightened by moving with a single shaft close to either his left or right side.



Practice until your Newf is relaxed and comfortable moving with a single shaft close to either his left or right side.

Step 4: Have your Newf stand and stay, then move the apparatus into proper position by bringing the shafts up next to him from behind. Praise and reassure him as you move the shafts into position and then hold them there momentarily, so he may get used to the initial feel of having shafts on both sides of him. Praising him, walk him out forward from between the shafts.

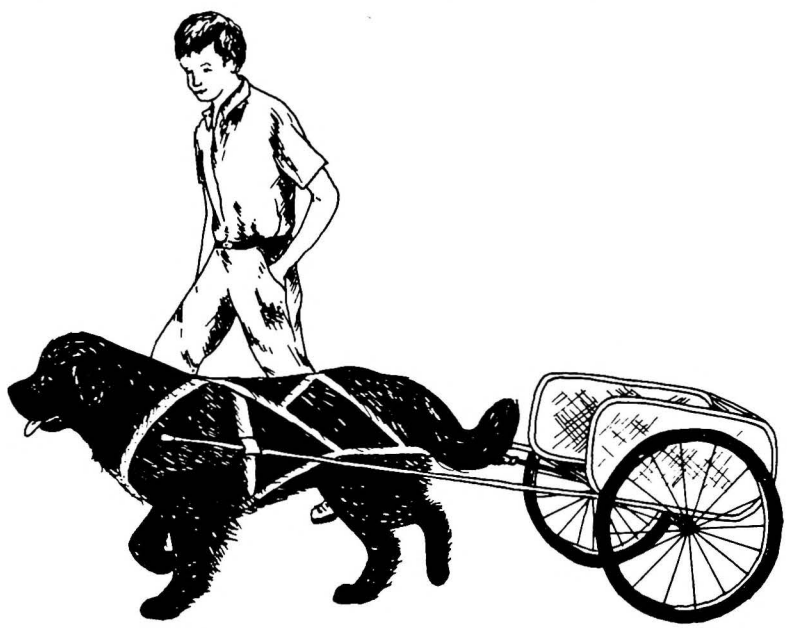
Step 5: Position your Newf between the shafts of the apparatus by bringing the shafts from behind him. Do not hitch him to the apparatus. With the assistance of your helper, move the apparatus and your Newf (on lead) forward. Give him the "pull" command, plenty of praise, and see that the shafts remain held in the proper position next to your Newf as you move. Have your Newf stop ("whoa") and stop the apparatus with him.

Step 6: Repeat step 5 until your Newf feels comfortable and is well controlled while moving between the shafts.

Step 7: Position your Newf between the shafts and hitch him to his apparatus. With your Newf on lead, give him the "pull" command and guide him forward. Talk to him and praise him as he works. Also practice his stops: a "whoa" command, followed by plenty of praise.

Step 8:When your Newf is comfortable and confident pulling his apparatus in straight lines, start doing broad curves. Progress gradually, with plenty of praise, for your Newf will have to get used to the feel of bearing sideways against a shaft as he pulls his apparatus in curves. As he becomes confident and comfortable, progress gradually to turns. As the turns become tighter, your Newf will learn to side-step (take small, sideways steps) to negotiate some of these turns. Reinforce this behavior with plenty of praise.

Step 9: Work with your Newf until he gains proficiency at the basic control commands (come, stand, stay, walk in heel position), turns (using your turn commands, if you wish), and control in the presence of distractions. When you and your Newf work primarily with a cart or wagon do not let your Newf sit or lie down while hitched unless you give him a specific command to do so. He should remain standing when otherwise stopped. This is because a loaded cart may be thrown off-balance when a dog sits or lies down. In addition, when a dog lies down while hitched to a cart or wagon, the harness may be pulled too tight, causing discomfort or possible injury when getting back up.



Work with your dog until he is proficient and capable at off-lead hauling.

When you walk with your Newf hitched to a shafted apparatus, you should accustom him to moving near you but not in a tight heel position. If he is in a tight heel position as you work, you will find that the shaft closest to you will very likely hit you in the leg. This is disconcerting to your Newf as he works, as well as

painful for you.

Step 10: When your Newf has become proficient and capable through step 9 begin working with him off-lead. Work with him until he is proficient and capable at off-lead hauling. Lavish him with praise, encouragement, and congratulations, for now you and he are a capable, happy, well-controlled draft-work partnership, ready to work!

BACKING

Backing up is a very useful skill in many aspects of draft work, as well as useful in your dog's everyday life. A dog will usually not put himself in a position where he needs to back up; instead he will simply turn around. In draft work, however, a dog needs to know how to walk backwards. In cart and wagon hauling, backing up will move the apparatus in reverse, making maneuvering in tight spots much easier. A sled or toboggan cannot actually be moved backwards by a dog's backing movements, but backing up will ease the pull of the harness on the dog when he stops pulling a full load. In all cases, hitching can be easier when your dog responds to a "back up" command. Finally, there are numerous instances in everyday life where it is very convenient to have your dog back up on command.

When training your Newf to back up, one of the major things you must do is gain and hold his trust. Dogs are not stupid and they are rightly reluctant to back up because they are unable to see where their feet are going. Therefore, trust is such an important factor. It will be your responsibility to see that your Newf always has a safe, clear area in which to back.

Before you train your Newf to back up he should be well trained to a controlled walk on and off lead and should know to stand on command. All initial training is done un-harnessed and not hitched to a draft apparatus.

EQUIPMENT FOR TEACHING YOUR DOG TO BACK UP

You will need a training collar, a four-foot to six-foot lead, and a "backing chute".

A backing chute is a long (six foot to twelve foot) narrow area, about ten to twelve inches wider than the width of your dog but narrow enough that he cannot turn around. Some examples of backing chutes are common narrow areas around the house: between a garage wall and a car, between a bed and

a wall, down a long hallway, or between a sofa and a coffee table. People with motorhomes or campers with narrow center aisles can put those narrow aisles to work as "chutes". Solidly enclosed chutes such as these seem to be the most effective in teaching most dogs to back up. If you have no suitable naturally occuring chutes in your dog's everyday environment, you can create a portable backing chute. Use four stable supports fourteen to twenty inches high (cinder blocks work well) and two lightweight rods or thin boards, eight to twelve feet long. The rods create each side of the chute, held up by the supports at each end.

TEACHING YOUR DOG TO BACK UP

Step 1: Set up a chute by arranging naturally occuring household articles or by placing the rods on top of the supports.

Step 2: Put your Newf on lead. Walk completely through the chute, with your Newf following behind as you lead. Praise him as you go through the chute and walk through from both directions until your Newf feels comfortable following you through. If at any time during chute work your Newf bumps the chute or knocks a rod off the supports, simply stop, replace the rod, and then continue. Do not scold or praise your Newf if he bumps anything. If you are working with a chute that is not open at both ends (such as between a bed and wall) you will need to progress directly to step 4. Be certain that your Newf feels comfortable in the chute and progress in very small increments of distance as he does his initial backing.

Step 3: When your Newf will happily follow you through the chute, go through it by walking backwards facing your Newf as he follows. Talk to him and praise him as you do so. Stop within the chute, tell your Newf to stand and stay (then praise him) for a few seconds, then continue through.

Step 4: Face your Newf and have him follow you into the chute some three or four feet (far enough so that your Newf has his entire body within the chute). Have him stand as you stop. Now, walk forward towards your Newf slowly, giving the command "back up". Confined by the chute, and previously assured of the safety of the space in which he is moving, your Newf's best alternative is to back up. Praise any backward steps or movement, and do not hesitate to repeat the "back up" command as your Newf goes through this motion. You may encounter some initial problems:

1. If your Newf sits instead of backing, give him a "stand" command (followed by praise), then repeat your

"back up" command as you move towards him. If he continuously wants to sit as you move towards him, you may find the following procedure helpful: Loop a soft lead loosely under his belly, just in front of his hind legs. Hold this lead in one hand over his back and if he starts to sit, put gentle upward pressure on this lead to keep him from sitting. Then repeat your "back up" command as you move towards him, guiding him to back up rather than to sit. Praise any backward motion.

2. If your Newf does not move backwards as you come closer, but simply stands there, move forward towards him until you actually contact him (your legs will bump his head or nose) and give the "back up" command.

3. If your Newf still does not move, gently slap his chest with your hand or knee with whatever force it takes (and no more) while giving the "back up" command, to convince him that backing up is not so bad after all.

As you are teaching your Newf to back, do not use any hand signals that require your Newf to look up at you. Upward movement of your Newf's head will make it more likely that he will sit down rather than stay standing. If you do use a hand signal, use one that puts your hands directly in front of your dog's face at nose level.

Confined by the rods on either side, and previously assured of the safety of the space in which he is moving, your Newf's best alternative is to back up.

Remember to heap on the praise as your Newf learns to take his initial backward steps.

Step 5: When your Newf can comfortably and properly back a short distance in the chute, gradually increase the distance you both walk into the chute before you ask him

to back up. Increase this backing distance gradually until your Newf can successfully and happily back the entire length of the chute, with you walking towards him. Use lots of praise.

Step 6: When your Newf can successfully back the enire length of the chute with you walking towards him, begin teaching him to back away from you while you remain stationary. Have your Newf follow you into the chute, then give him the "back up" command as you stay standing still. Praise any backward steps. Start with short distances, as in step 5, and gradually increase your distance until your Newf can back away from you the entire length of the chute.

Step 7: Once your Newf can successfully back the entire length of the chute, both with you and away from you, you are ready to remove the "crutch" of using the chute. If using the portable chute, do the following. Remove the supports from one side, but leave the rod in position, resting on the ground. Have your Newf back through the chute as in steps 5 and 6. When he is comfortable backing with one side of the chute down, repeat the procedure on the second side, so that your Newf is backing within a "visual" chute of rods on the ground. If using a natural chute, remove one side of the chute and continue practicing until your Newf is comfortable backing alongside the one remaining side of the chute. Then repeat this procedure by removing only the second side of the chute, so he will be comfortable backing next to a "half-chute" on either side of him. At this point, present other "half-chutes" (such as along kitchen cabinets, uncluttered walls, different hallways) and work with him until he is comfortable backing just about anywhere with a "half-chute". Once he has become proficient, either with the "half-chutes" or the "visual chute", gradually remove all parts of the chute and practice perfecting your backing techniques completely in the open. Use plenty of praise and as much repeated use of your "back up" command as necessary.

You can also say "whoa" when your Newf has backed far enough but this is not usually necessary, as most Newfs will normally back only a few steps without repetition of the "back up" command.

You may want to refresh your Newf's backing skills by occasionally working in the chute, even after he backs up well. This will help to keep him backing straight.

Watch for situations when your Newf backs up on his own. When he does this, give a name to his actions. As he is backing, say his name, "back up", and then praise him. Occasionally there will be a dog who learns to back up easily and naturally without the use of any artificial means. If your Newf does this, reinforce it often.

APPLYING THE "BACK UP" TO DRAFT SITUATIONS

Step 1: Be certain that your Newf is comfortable, controlled and proficient at hauling his draft apparatus forward. Also be certain that your Newf has attained proficiency at backing up without a draft apparatus.

Step 2: Hitch your Newf to his apparatus. Stand facing your Newf, give him the "pull" command, and you walk backwards a few steps while he pulls towards you. Give him a "whoa" command, and when he is stopped and standing, tell him "back up" as you move towards him. Ask him to go only a few steps at first, and pour on the praise as he does so.

Step 3: Using plenty of reassurance and praise, gradually increase the distance you ask your Newf to back while hitched. When he is comfortable backing while you move towards him, progress to having him back away from you as you remain stationary. You will seldom if ever need your Newf to back very far, so you need not take chances by having him back his apparatus great distances.

When asking a dog to back up while hitched, it is your responsibility to make sure all equipment functions smoothly. Each type of apparatus responds to a backing dog differently. A cart will back best: continuously and with no problems. A wagon has a tendency to "jack-knife" if not backed absolutely straight. When asking your dog to back a wagon, watch carefully as he does it, so you are ready to guide the wagon or stop your dog for redirection if necessary. A travois can sometimes be backed a short distance on a smooth or downhill spot but, depending on the load in it, may present too much friction with the ground to be backed. A sled or toboggan cannot, itself, be backed by your dog. Your dog can back towards it to lessen the pull on his traces. This comes in handy when unhitching or when guiding the apparatus past some obstruction (such as a stick protruding into a trail, which catches on the load). If you want a sled or toboggan to move any distance backwards, you will need to move it, physically, yourself.

TRAIL MANNERS

Some Newf owners and their dogs have occasion to do draft work in forested or wilderness areas. For this reason trail manners must be mentioned. Trail manners are exceptionally important for any work with dogs. Wherever you take your dog, you and he will always be more welcome if his manners surpass that of simple control. At the beach, on a picnic, out camping, or even in town, your dog is a better citizen if he has complete control of himself regardless of distractions, and if he eliminates when and where you instruct him to. This is especially important in any work that takes place in a forested or wilderness setting. If you and your dog will be

doing forest or wilderness hauling, you should incorporate mastery of trail manners as part of your preliminary training. Even the best trained urban draft dog can get excited by the stimuli in a woods or wilderness situation; be certain your dog has mastered his trail manners prior to any woods or wilderness hauling.

Trail manners are behaviors that allow your dog to function as an harmonious part of an outdoor area without causing disruption or destruction of the area. Each dog owner must find the way to teach his dog trail manners. This

entails an extension of basic control. Basic trail manners can and should be started with a young pup and include:

1. your dog stays close to you;
2. your dog stays on the trail and does not wander into the woods whenever he feels like it;
3. your dog does not bark unnecessarily or excessively;
4. your dog does not chase wildlife;
5. your dog does not eliminate on the trail or while hitched.

Elimination is the one exception to the "stay on the trail" rule. Your dog should learn to eliminate several yards off the trail without wandering much further before doing so. You should also be prepared to clean up after your dog when appropriate, such as in camp, along heavily used trails or in fragile environments. Clean-up is simple and straightforward. If you are working where you have access to trash receptacles, use a plastic bag for clean up. Keep a supply a bags tucked in a pocket so that when your dog defecates you are ready to clean up after him immediately. Put your hand inside the bag, then use the bag like a glove to pick up the feces. You can then turn the bag inside out from your hand over the feces without soiling anything and secure it with a twist-tie or a knot. Deposit the bag in a trash can as soon as convenient. If you are in camp, along heavily used trails or in fragile environments, the habits for taking care of your dog's wastes should be the same as those you should follow for yourself: fecal material should be buried. In order to minimize your impact on the environment, bury it in one of the following manners. Instead of simply digging a hole, find a spot where you can use a naturally occuring cavity. Find a rock or log that you can easily roll out of place. Roll it aside, place the fecal matter in the hole, and replace the rock or log. If necessary, you can pick up the feces with leaves to place it in the hole. If you cannot find a rock or log, look for an area with thick moss or a thick layer of decaying leaves. Gently lift a portion of moss or leaves, place the fecal matter in the resulting hole, than replace the moss or leaves. When dog or human fecal matter is handled in this way there should be no trace of your actions, the feces decomposes rapidly, and the physical impact on the area is minimal.

Teach your dog the basic rules; once he has learned them you should not have to command him or remind him each time you are out together. In addition, your dog should be under total voice control for heel, come, sit, stand, stay, and down. The sooner you start teaching these manners, the easier and more naturally they will come to your dog. Start teaching them when your dog is a young pup and continue them as life-long behaviors. Take him places with you, and let him know, from the very beginning, that you expect proper behavior. Let him know, constantly, by your praise, that he is giving you what you are asking for.

There are numerous reasons why proper trail manners are a must. Dogs are regulated in many National Parks and

Wilderness Areas. In some cases this involves complete banning of dogs, in other places it involves restrictions of various kinds. Such regulations have come about as a result of poorly trained and unmannered dogs and irresponsible owners. Dogs working with proper trail manners, accompanying responsible owners, can very possibly prevent or delay further regulation of dogs in those areas where they are presently allowed. Outdoor areas are usually shared with others; since occasional encounters with other people are inevitable, even in very remote areas, your dog must be under complete control. Whenever you meet other people, you must respect their rights to enjoy an outdoor experience without being bothered by an ill mannered dog. Many people do not like a dog, regardless of how good-natured, running up to greet them. An ill-behaved or even slightly rambunctious dog can ruin the outdoor experiences of others. In addition, when in any forested or wilderness area, it is imperative that you and your dog have minimal impact on the area. This means that your interactions with plants and animals do not cause disruption or destruction.

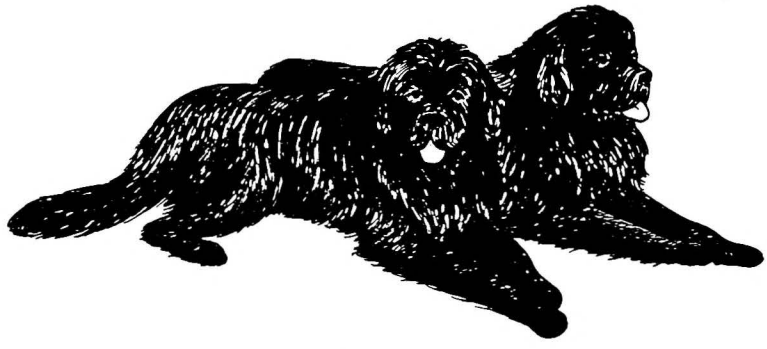
One particular aspect of trail manners applies directly to all aspects of draftwork, regardless of location and apparatus: your Newf's elimination habits. A Newf should never eliminate while hitched to his apparatus and in some cases, depending on harness style, should not eliminate while wearing his harness. A female that stops to squat or a male that lifts his leg while hitched will cause inconvenience and may be hazardous. When you are working with your Newf, take occasional rest stops during which you can unhitch (and if necessary, unharness) him and let him relieve himself. A male Newf can easily be taught not to lift his leg to mark whenever he feels like it. Males and females can both be taught to eliminate when and where <u>you</u> want. In addition, learn to read your dog's signals so you know when he is asking to be allowed to relieve himself; then you can let him do so at the earliest appropriate time.

Trail manners are not burdensome rules and regulations; they are a happy part of a handler/dog team. When your dog has learned his trail manners he will be an harmonious part of his environment. When both dog and handler are confident doing the right things together, a bond of companionship and trust is formed between them: you and your Newf become keyed in to one another in a very special way.

TEAM TRAINING AND TEAM HAULING

Any Newf owner who owns more than one dog and has done draft work training with one or more of those dogs individually is very likely to be interested in working his dogs as a draft team. Working with multiple dogs can add a new dimension to draft work. With two or more dogs a heavier load can be hauled than with an individual dog; hence the work potential of your dogs is increased. It is also additional fun to work with multiple dogs. But first and foremost, you as handler have an additional responsibility when you work with more than one dog.

As you embark on forming your Newfoundland draft team, keep in mind that your work with this team will be an expansion on the one-dog/one-handler teamwork that you have developed with each of the individual dogs that will make up your multi-dog team. Each dog, in individual draftwork training, has learned to work with you as a partner. Now that dog will also work with the other dog(s) on the team as a partner. In Newfoundland team draftwork, one basic premise should be remembered from the very start: quarrelsome behavior is not to be tolerated. First, quarrelsome behavior is contrary to the nature of a Newf. Unlike some other sled breeds, Newfs



Quarrelsome behavior is contrary to the nature of a Newf.

capitalize on their calm dispositions in steadily carrying out the draft work at hand. This means that if multiple dogs are working together they should all work as an harmonious unit. Second, quarrelsome behavior indicates a lack of control. This means that the dog has not learned to control himself well enough to function as a safe draft dog. If you as handler must use physical control to prevent quarrelsome behavior, then you and your dogs are not yet ready to progress to this level of draft work. You may have seen racing breeds working: these dogs are bred to compete with their own teammates as well as with other teams. It is this competitive spirit which enables them to race as a unit, but this competitive spirit also causes some fighting, which is accepted as part of sled-dog racing. Newfs are not racing dogs; there is no need for such competition. If, for some reason, you have dogs who are incompatible in harness regardless of what you do, do not work them as a team. A Newfoundland draft team should work as one harmonious unit.

ACTUAL TEAM TRAINING

Any dog that you wish to train as part of a draft dog team should first be a steady and competent individual draft dog. As you train your team, increase this team by only one dog at a time. Your first team should be just two dogs. When these two dogs form a steady and competent team, you can add a third competent dog to the team. In this way, your team is composed of only one novice team dog at a time and your experienced dogs will help the novice dog learn faster. When adding an additional dog to your team, always begin your training of the entire team at step 1 of Team Training.

Any dog that you wish to train as part of a draft dog team should first be a steady and competent individual draft dog.

Some apparatus, such as sleds and toboggans, are easily suitable to teams. Others, such as wagons and carts, require some adaptations. On wagons, teams often use a single shaft, which is adequate for directional control and braking. A wagon should be used for any heavy hauling. A team of two dogs can haul a cart on which two shafts have been adjusted in an offset manner; a single shaft is not adequate for

supporting the front of a cart. A cart adapted in this manner does not always share the work equally between dogs and should not be used for heavy work. It does, however, work nicely for exhibition or competition with a draft team. A travois is not suitable for team hauling; it should only be pulled by a single dog. Be sure that your apparatus is properly suited for your team.

Two dogs working as a team are usually connected in some way by their collars in order to keep them properly positioned as they haul. Some illustrations and descriptions of equipment for team hauling and diagrams for hitching are included in the Equipment section (page 34) and in Appendix A. You should get your team dogs accustomed to using such equipment as you work on their team training.

Step 1: Harness your Newfs, but do not hitch them. With them both in harness, work on team basic control. When you are working with two dogs (or more) you will find that initially working on control with your dogs on lead works best; the dogs are less apt to become confused. Work with them both at once until together they are competent at walking (as a unit) in heel position, sit, stand, down, stay, and a recall (either together or one at a time). Get them accustomed to listening both for your team command ("girls, heel") and for individual commands addressed to them by name ("girls, wait"..."Nana, come"..."Katie, come"..."good girls!"). Once they have mastered this control on-lead, work with them until they maintain this control off-lead.

Use plenty of praise, especially for good teamwork interaction between your Newfs.

Step 2: After you and your Newfs have mastered team control follow the same basic format you used for individual training, and work your team with a slight, then firmer,

drag. Hitch your Newfs to the same drag, and in hauling this they will begin to sense the feel of working together. Encourage this sense of working as a unit. Use plenty of praise. Work with your dogs until they are capable and proficient as a team at the basic commands, as well as broad turns and working in the presence of distractions.

Step 3: When you and your Newfs have become proficient and capable hauling the weighted drag, hitch them to the empty draft apparatus. Work with your dogs hauling the empty apparatus until they are capable and proficient as a team at the basic commands, turns, and distractions. Use plenty of praise, especially for good teamwork interaction between your Newfs.

Step 4: Once your team has become proficient and capable hauling the empty apparatus, you are ready to work with them with a loaded apparatus. When working with your team, keep in mind the same safety and working condition constraints that you used when working with an individual dog.

DRAFT WORK ACTIVITIES

As draft work has become a more popular working dog activity, people have discovered many different ways to use draft work training. Many opportunities exist for you and your dog to do fun draft work activities together. Some are traditional and have been done for many, many years; others are more recently organized and have become popular only recently. Some are independent activities, needing only you and your dog and a desire to work together. Others have been organized by the Newfoundland Club of America or other organizations and require completion of certain tasks and may result in a certificate of accomplishment or a title. The common links in all draft work activities are the need to understand and to train your dog, and the result of having a good time.

Several types of activities will be discussed here. These will include Parade or Exhibition Carting, Driving, Weight-pulling, Skijoring, Sled-dog Racing, NCA Specialty Cart and Wagon Exercises, and NCA Draft Tests. Each of these activities requires the basics of proper draft work: control, conditioning, and use of the appropriate equipment. Some require greater mastery of certain techniques than others. If any of these activities interest you, be certain that you understand that activity so you can train and work with your dog in a safe and enjoyable manner. Consult the Source Guide for further detailed references on these activities.

PARADE OR EXHIBITION CARTING

Newfs have been showing off their skills at parades and exhibitions for years and often enjoy doing draft work where they can please many people at once. Many towns and cities have Christmas, St.Patrick's Day and Independence Day parades, and these holiday events are lots of fun for dogs and people. Parades can be entered by individuals or by groups of dog owners and some regional dog clubs enter parades as an annual

Holiday parades are lots of fun for dogs and people.

event. Be alert for radio or newspaper announcements of parades; they are usually announced far enough in advance to allow you to enter in time to polish your dog's skills before the big day.

Many institutions such as schools, hospitals, and nursing homes are happy to have well-trained dogs give demonstrations or give rides to children. If you or a group of dog owners are interested in putting on a demonstration, contact the administrators and describe a well-planned, but not too lengthy, demonstration. Some groups of dog owners give rides to children as a fund raising event. The possibilities are endless.

Training required for parades and exhibitions involves a

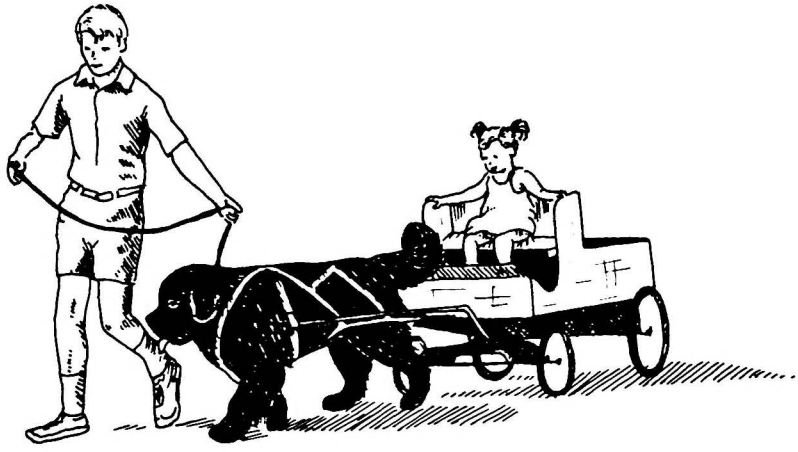
basic grasp of all the skills needed for draft work. Your dog should be totally relaxed hauling his apparatus and comfortable around many people. If he will be hauling a load, especially children, be certain that he has had plenty of experience hauling that load in a variety of circumstances with plenty of distractions. Control is very important. You will usually be working with your dog on-lead at a parade or exhibition, but because of other activities and distractions present, your dog should be trained to a level of total off-lead control. The lead on your dog is an extra safety feature. Backing is one skill that may not be necessary for parades. If your dog is totally capable at all other aspects of draft-work but has not yet mastered backing, do not let that stop you and him from working in this activity.

When you and your dog decide to participate in a parade or exhibition, the date is set some weeks in advance. This means that you are committed to working with your dog regardless of certain conditions. You can control some of these conditions but must be prepared to cope optimally with others. Nobody can say for certain what weather will be on a certain day: since all Newfs suffer in the heat, do not enter your dog in a 4th of July parade if you live where it is invariably 95° on that day. Save the fun for the Christmas parade. If it does turn out to be hotter than you expected on the scheduled day, take along extra water for your Newf to drink and to wet him down. If possible, hose down your Newf occasionally while he works; water evaporating from his fur will cool him significantly. Carry a quart squirt-bottle full of water with you as you walk with him; you can give him a neat squirt of water directly into his mouth as he walks along. (And carry a drool-rag with you so you can keep his face neat and pretty.) Cool or cold weather and rain or snow seldom bother a Newf, so your main concern for weather conditions will be in sunny and hot weather. Ultimately, if weather is too hot simply do <u>not</u> work your Newf. A broken commitment is better than a sick dog.

Most parades or exhibitions are on fairly flat terrain but you may encounter unexpected obstacles such as curbs or sewer grates. Acquaint yourself with the course ahead of time (and possibly walk it with your unhitched dog), so you know what to expect. Be certain that your apparatus is the correct one for the terrain. Give yourself and your dog a "dry run" around home before the big day with all equipment exactly the way you will be using it. This makes sure your dog is accustomed to any extras, such as flags on his cart, red-white-and-blue bows tied to his harness, and you in an Uncle Sam suit.

The equipment you use includes a harness and apparatus but usually will not include a load. The exception to this, of course, is if you give children rides. The apparatus most often used are carts or wagons. If you will be carrying children, be certain to use a cart or wagon designed to carry people. A wagon is best for carrying people since it is not

dependent on careful balancing. Just about any kind of wagon will work for giving rides. A sulky-type cart is the best cart for giving rides as the seat is situated in the correctly balanced position over the wheels. If you must use a box or utility cart, be certain your passenger is balanced over the



A wagon is best for carrying people since it is not dependent on careful balancing.

axle. Always instruct your passengers on proper behavior while riding; it is not fair to ask your dog to haul rowdy, misbehaving children.

At a parade or exhibition you can often use a decorated apparatus. This can be lots of fun, but remember to acquaint your dog with any surface changes you make to his equipment. If you attach decorations or bells to his harness, attach them in a location where they will not interfere with the proper functioning of the harness. If your dog is accustomed to working under a variety of conditions, he probably will not be bothered by any changes or decorations on his apparatus. Nonetheless, introduce him to these changes the same gradual way you would to any new piece of equipment.

DRIVING

Driving is a draft work activity that involves a dog (or dogs) pulling an apparatus in which the handler rides and from which the handler directs the dog with reins and oral commands. Driving and its terminology have their roots in horse work but can be fun with dogs. It is usually done as an

exhibition or competition event and is a test of skills and training.

A cart or wagon, specifically designed to carry people, is used for driving. Since the handler is behind the dog, out of his line of vision, the dog must completely trust the handler. In addition the dog must know how to take direction from reins as well as from oral commands. Therefore, a safe and confident driving dog will also need to be a very confident carting dog.

The training necessary to teach a dog to drive includes all the basics for safe carting and complete reins training. Reins training is accomplished slowly and gradually by first teaching the unhitched dog to respond to reins only, later adding the cart or wagon behind the dog and ultimately riding in the cart directing the dog with reins and oral commands. A driving dog should learn many maneuvers as well as hauling at a trot and lope when necessary.

The equipment necessary for driving includes a cart or wagon designed to haul people, a harness, traces, collar and reins. The reins attach to the dog's collar; one on each side. The collar is usually secured to the neck of the harness in order to keep it from turning on the dog's neck.

For detailed information on training for cart driving, please use the reference for "Training the Cart Driving Dog" listed in the Source Guide.

WEIGHT-PULLING

Weight pulling is a draft-oriented activity that does not involve you working with your dog in partnership, but rather asks your dog to do a specific activity for you. It is mentioned here not so much as an activity to be encouraged but rather in acknowledgement that some people may want to try it. If you do try it, make sure you do it right, as the potential for injuring your dog can be great. The following summary of weight-pulling is <u>not</u> sufficient background for training for weight-pulling. Please use the references in the Source Guide to obtain more detailed information before starting any training.

Weight pulls are organized events usually sanctioned by the International Weight Pull Association (IWPA). Dogs compete, in turn, against other dogs of comparable size and weight to determine which dog can pull the greatest weight over a predetermined distance in a specified time. Weights are gradually increased as dogs take turns and are one-by-one eliminated. The load is placed on a wheeled skid (or occasionally, on a sledge), which is pulled for a short

distance on a flat surface of dirt, grass, gravel, carpet or snow. The dog achieves traction on the same surface on which the load rides. Handlers are allowed to talk to and encourage their dogs but are not allowed to touch them or any of the weight-pull equipment during a pull.

The training required for weight pulling is basic "pull forward" training. Since there is only one task being asked of a dog, the control aspects of draft training are of minimal use in weight pulling. You must train your dog to lean hard into his harness and to manipulate his weight to move the load forward until you tell him he may stop.

Conditioning is of absolute importance in weight pulling. Your dog must be totally mature and in excellent physical condition. This means he should be lean and hard. He should not suffer from orthopedic or other conditions that cause him discomfort. He should have been gradually conditioned over time so that he is accustomed to the kind of stresses that will be put on him. When pulling any significant weight, either in training or in competition, he should warm up gradually and cool down gradually. This means he should be trotted and walked to loosen up his muscles

Of equal importance with conditioning is the harness your dog uses for weight pulling. You will not provide your own apparatus, but you must provide your own harness (and traces, if necessary). The harness must be a siwash-style, specifically designed for weight-pulling. It must fit your dog perfectly and be in perfect repair.

The importance of proper conditioning and use of a siwash harness must be remembered not only in weight-pulling competition, but any time you ask your dog to pull any significant weight.

SKIJORING

Skijoring is a winter activity in which a dog (or other animal) pulls a person on skis. It originated in Scandinavia hundreds of years ago and during its long history reindeer, horses and dogs have been used.

Skijoring is a sport that requires background and know-how for both you and your Newf. Your Newf should be well under control, should know the fundamentals of hauling and should feel comfortable and confident hauling a loaded apparatus. He should also feel comfortable working in front of you and taking your commands from behind. You should be reasonably proficient at cross-country skiing before you try skijoring with your dog. You will be working hitched to your dog so you and he both need to work well separately before

working as a unit. Because skijoring usually takes place in rural or woodland settings, your dog must have good Trail Manners.

If your dog hauls well but is not accustomed to working with you directly behind him, you can help him learn by initially tying a line to his harness, looping it around your waist, and running behind him as he "pulls". Be certain that he feels some pressure on the line, and praise him as he works in front of you. The commands he should know are those for start, stop, left and right. Progress gradually in order to make sure your dog feels comfortable hauling directly in front of you before working on skis. Once you are on skis you are distinctly more limited in what you can do with your dog and how quickly you can do it.

Skijoring is a sport that requires background and know-how for both you and your Newf.

When you actually start skijoring with your dog, choose a wide trail or old road. A packed trail works best and a snowmobile trail often works well. You need to choose your skijoring trails with some care. Dogs are often not welcome on designated cross-country ski trails. This is because a dog's tracks ruin groomed ski trails by making deep holes. This is a simple inconvenience that dog lovers who ski are happy to tolerate, but other skiers prefer their groomed trails to stay groomed. If you work with your dog on a snowmobile trail, you are unlikely to run into objections from snowmobilers. You do have to take care that you and your dog stay out of the way of snowmobilers as they come down the trail, for they will take the right of way and often travel very fast. In any situation, having excellent control of your dog will simplify interactions with others.

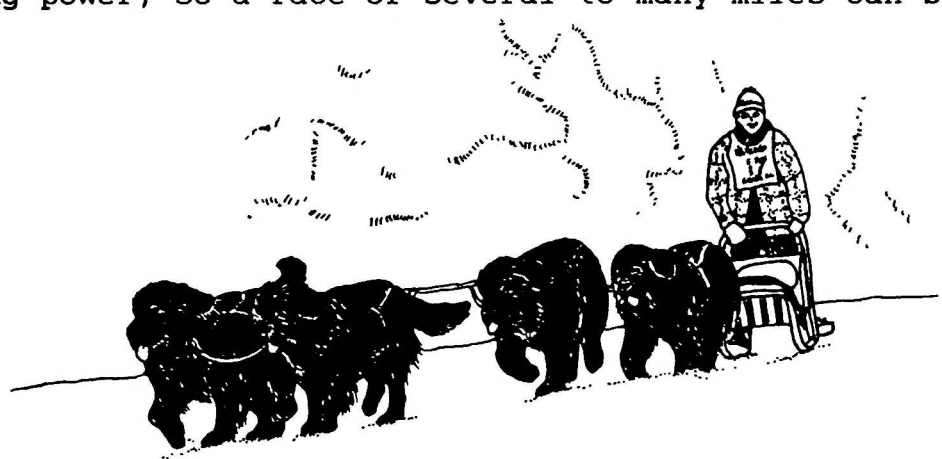
The equipment needed for skijoring includes a harness and towline for your dog, and skis, poles, waist loop and warm clothing for you. A racing or recreational harness works best, as the pull off the back of your dog's harness is horizontal or slightly upward. Two kinds of towlines are possible but both should have clips to simplify attachment. One towline is a line with a water-ski type handle on the end. The other is a line that clips directly into a waist loop. The advantage of using a line with a handle is that in the case of a crash or tumble, you can simply let go. The disadvantages are that your arms can get quite tired, you do not have the use of your poles to help you balance and propel yourself, and your dog is loose if you must let go. The

advantages of using a line and waist loop are that you can relax your arms, you can use your poles for balance and extra push, and if you tumble, your dog is still with you. The disadvantage is that if you tumble and your dog does not heed your "whoa" command, you may get dragged a bit. With either kind of line, using a easy-release clip makes unhooking the towline a quick and simple matter.

Because you have no brake, you must take care when skijoring that you do not run into your dog with your skis. On flat trails this is not a big problem but on downhills you must be ready to stop before you run into your dog. When skijoring, controlled falling or sitting down is often the most reliable way to stop. Know how to fall; you will probably get a big, wet kiss from your Newf when you do.

SLED DOG RACING

Sled dog racing has traditionally been done by faster, smaller breeds than Newfoundlands, such as Huskies, Samoyeds and mixed-breeds specially bred for racing. A team of Newfies, however, can provide you with rewarding sled dog racing. Newfs are not built for speed but have incredible staying power, so a race of several to many miles can be lots



A team of Newfies can provide you with rewarding sled dog racing.

of fun. Newfie teams have yet to come in first but they are never last either, and are usually ready to pull several miles more once the race is finished. Since most racing events are for teams of two to a dozen or more dogs, sled-dog racing with Newfs as a sport involves working with multiple dogs. There is certainly no reason, however, why anyone interested in the

sport cannot train and work with just a single dog for fun. Dog-sledding is such fun that it is a wonderful way to work with your dog, even if you never enter a race.

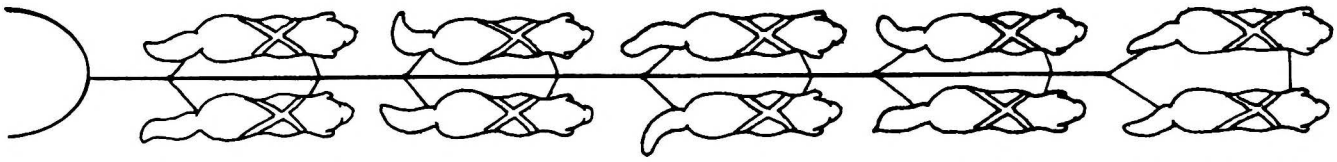
Training for dog-sledding involves a grasp of the basic skills necessary for draft work: controlled haul forward, stop on command. Backing up is not necessary but left and right commands are. One thing your dog must learn to do is to work at a run or trot in front of you. The driver of a sled-dog or sled-team usually alternates running and riding on the sled behind the dogs. When you first have your dog haul a dog-sled, trot next to him, giving him commands. As he gains more confidence you can drop back and ultimately work behind him. Numerous books on sled-dog racing and training have been published and some are listed in the Source Guide. Although they are written primarily with racing breeds in mind, they are certainly applicable to training Newfs for racing. Just remember that Newfs are less excitable, more people-oriented dogs than dogs of most racing breeds.

When you are working your Newf as a sled dog he should know a specific command for starting off at a run. In most draft work you want your dog to start at a walk, but in sled-racing he needs to make a fast start. Use one start-up command for the sled ("Hike!") and another ("Let's go" or "pull") for other apparatus or times when you do <u>not</u> want him to take off at a run.

Certain commands are standard dog-racing terminology. You may wish to use them or to invent your own. These commands are:

Hike - take off at a run to get started; keep pulling at a run
Gee - turn to the right
Haw - turn to the left
Easy - slow down
Gee over - move to the right side of the trail
Haw over - move to the left side of the trail
On by - keep on going, go straight ahead: this is used when passing trail intersections, other teams, and distractions
Whoa - slow down and stop

Other terminology refers to positions dogs occupy in a sled team. Closest to the sled are the WHEEL DOGS. They are the strongest, and usually the heaviest. In front of the wheel dogs are the TEAM DOGS. There can be any number of team dogs in the middle of the team. Next come the POINT DOGS, which are those dogs right behind the leaders. At the front of the team are the LEAD DOGS (or lead dog). The lead dogs are the fastest dogs on the team and must have the intelligence and self-confidence to obey the driver as well as to make decisions. Many dogs will work very well on a sled team but it takes a special dog to be a lead dog, to have the psyche to handle the responsibility.



WHEEL DOGS (two) | TEAM DOGS (any number) | POINT DOGS (two) | LEAD DOG(S) (one or two)

The equipment needed for dog sledding includes an appropriate racing harness, the necessary traces and ganglines, and a dog sled. The harness may be of a variety of styles suitable for racing, and the traces and ganglines necessary will depend on how many dogs you race. You must be warmly dressed for cold and snowy weather, preferably in layers that can be shed. Working with sled dogs involves a lot of physical exertion on your part, so be prepared to regulate your own body temperature appropriately.

Three-wheeled training rigs are used for training sled dogs in spring, summer and fall. Ganglines attach to a training rig as they would to a sled. Dogs are harnessed and hitched to the rig, which the driver steers from behind. By doing roadwork in front of a training rig, sled dog training can continue year-round. If you use a training rig in mild weather, be sure your dogs do not get over-heated. Do not run your team in hot weather.

NCA SPECIALTY CART AND WAGON EXERCISES

In the late 1970s the Working Dog Committee of the Newfoundland Club of America (NCA) began development of exercises designed to test dogs and their handlers at various levels and types of draft work. This work resulted in the NCA Specialty Cart and Wagon Exercises and the NCA Draft Test Regulations, approved by the NCA Board of Directors in 1984.

The NCA Specialty Cart and Wagon Exercises are designed for Regional or National Specialty shows, where carts or wagons are expected to be the most appropriate draft apparatus. These exercises are designed so that people and dogs at different levels of training and expertise can have fun testing draft skills at a dog show. A single judge,

chosen for his background in draft work or other related Newf working activities, judges Newfs through exercises in two divisions: on-lead and off-lead. In these divisions there can be individual or team entries. Handlers and dogs may first try on-lead, and if they pass may try off-lead exercises. For safety's sake, a dog that does not pass on-lead may not go on to try off-lead.

It is fun to "enter carting" at a specialty show and to perform the NCA Specialty Cart and Wagon Exercises. The judge is always a friendly and open person who judges the dog and handler, but who also puts them at ease by offering assurance and constructive comments when needed. Many people are initially nervous about trying any "testing" of their dog's skills in harness. The Specialty Cart and Wagon Exercises are a great "first" test. Since the exercises can be done on lead, you can use them as practice exercises if you are still polishing your skills. Newfs usually enjoy participating in the exercises because they are around other dogs and people and can please many people at once.

It is fun to enter carting at a specialty show.

The exercises a dog and handler perform are as follows. The dog is brought to the testing area and cooperates for being harnessed and hitched and then performs Basic Commands showing simple hauling skills and backing. A handler may work with his dog in any position he chooses. After the Basic Commands the dog and handler go through a maneuvering course. A dog being tested off-lead must "stay" for one minute while hitched. A team performing the exercises is judged as are individual dogs and all dogs must successfully perform all the exercises for the team to pass. Detailed descriptions of the NCA Specialty Cart and Wagon Exercises can be obtained from the Land Work Secretary of the NCA Working Dog Committee, listed in the Source Guide.

When you successfully complete the exercises in your division, you and your dog are awarded a Certificate of Recognition by the Newfoundland Club of America. Having been awarded a certificate once does not preclude you and your dog from entering Specialty Carting again. Judges, conditions, and circumstances are different at each Specialty show. It is a fun way to test your dog and monitor the improvement in your skills.

At many Specialty shows, a parade of "Decorated Carts and Wagons" is held. This is a fun event and may be entered by dogs and handlers even if they have not participated in the Specialty Carting Exercises. Skills needed for the parade include a good grasp of basic control and basic elementary hauling skills.

The equipment needed for the Specialty Cart and Wagon Exercises includes your dog's harness, traces and apparatus. Occasionally a Specialty-giving club will offer the use of a cart to out-of-town travelers. If you enter Specialty carting and elect to use a cart other than your own, be certain that it is compatable with your harness and traces. Take time to familiarize yourself and your dog with the cart, practice with it and make certain that you and your dog can work comfortably and safely with it.

NCA DRAFT TESTS

Like the NCA Specialty Cart and Wagon Exercises, the NCA Draft Tests were designed to test Newfoundlands at draft work. The exercises in an NCA Draft Test, however, are more all-encompassing than the Specialty Cart and Wagon Exercises and were designed to test dogs and handlers that consistently do draft work together and thus understand each other and their equipment. A dog that can pass a Draft Test has reached a high level of control, skill, and partnership with his handler. A Draft Test can be held wherever draft work can be done: in a city with traffic and busy streets, in a park with playgrounds and picnicers, in the country with woods and wild animals. A Draft Test can be entered with any apparatus appropriate to the terrain and conditions of the test site. And a Draft Yest can be entered with an individual Newf, or with a team of Newfs each of whom has previously passed a draft test individually. Watching a Draft Test is a good way to learn about draft work. People who have done draft work and are entering their dogs can be good sources of information. It is fun to enter a Draft Test, but if you and your dog are not quite ready to enter, attend as a spectator or work as a steward. A Draft Test usually lasts all day and you and your dog can immerse yourselves with learning, doing and enjoying.

The training necessary for you and your dog to become good draft work partners is described in this training guide. It involves understanding proper conditioning and equipment. It means you know how to read your dog, to analyze conditions and to work with your dog safely. When you and your dog have reached this level of accomplishment, you are working as a

draft-work partnership and are ready to enter a Draft Test.

NCA Draft Tests can only be sponsored by Regional Newfoundland Clubs, are sanctioned by the NCA and are put on by committees of dedicated Newf lovers. A Draft Test committee chooses a site, a date, and a pair of judges and applies to the NCA Working Dog Committee for approval to hold the test.

Draft Test judges are chosen for their experiences doing draft work and other Newf work activities. Two judges give a broad base of experience and are usually chosen to complement one another. A good team of judges puts dogs and handlers at ease, is knowledgable and helpful, and is open and fair. With judges like this, it is exciting and fun to participate in or attend a Draft Test.

A dog that passes a Draft Test is awarded the NCA title of "Draft Dog" and may include the initials D.D. after his name for NCA related activities. When a team of Draft Dogs passes a Draft Test, all members of the team are recognized by NCA as "Team Draft Dogs", and may include the initials T.D.D. after their names.

Dogs that have been awarded the Draft Dog title should be entered in other draft tests because each test is different: different terrain, different weather conditions, different dogs and people. A dog and handler who enjoyed entering their first draft test will find it fun and exciting to enter different draft tests in different situations. If you do draft work with different kinds of apparatus, you will enjoy using those apparatus at different tests, matching them to the terrain. Using a sled or toboggan at a winter draft test is a totally different experience than a spring or autumn test with a wheeled apparatus or travois.

There are seven Draft Test Exercises, which test both you and your dog as a team. All exercises are done off lead. They are Basic Control, Harnessing and Hitching, Basic Commands, Maneuvering Course, Freight Load, Distance Freight Haul, and Intriguing Distraction. In a Draft Test you may talk to your dog and encourage him as you do in normal, everyday draft work, but you are not to touch your dog except as necessary for safe draft work. The philosophy behind the Draft Test Exercises is to test your dog realistically in a situation intended to simulate actual draft work.

Basic Control tests your control of your dog and his control of himself. The exercise is usually done in a large ring but does not follow the rigid structure of formal obedience. The exercise tests the control necessary for a dog to do safe draft work but is done unharnessed and not hitched. A dog that fails Basic Control is not allowed to attempt any other exercises. This is because a dog who is not under control when unhitched is certainly not safe when hitched.

Harnessing and Hitching demonstrates a dog's willingness and cooperation for harnessing and hitching and a handler's knowledge of the equipment and its use. Basic Commands

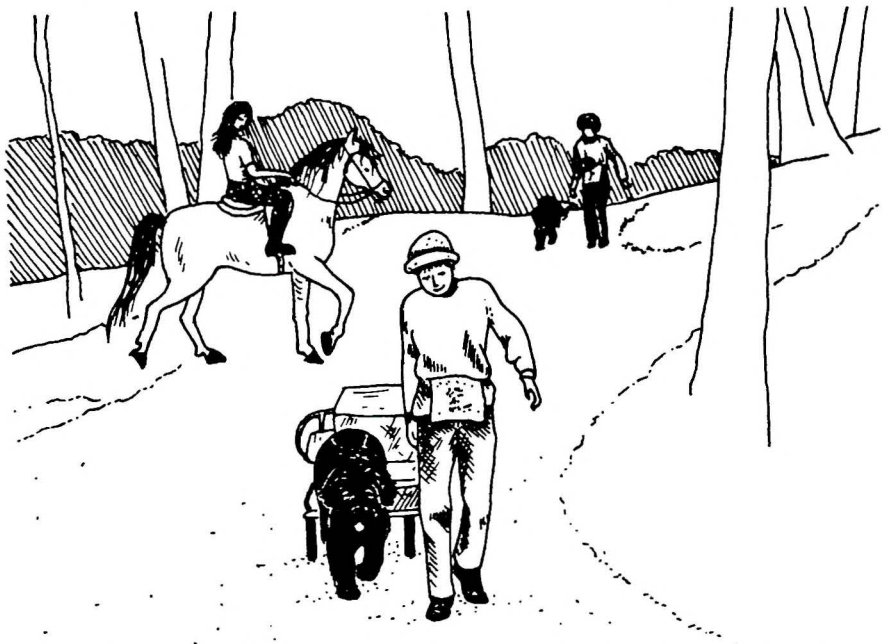
include hauling forward, slowing down, halting, backing and staying.

The Maneuvering Course can be lots of fun. The course is at least 150 yards long, and includes as many naturally occuring features of the test area as possible. It is not an obstacle course, but is designed to test the ability of a dog and handler to work together in different situations and it tests the ability of a dog to use judgment. The dog and handler maneuver this course with an empty apparatus.

The Freight Load exercise tests only the handler, who must provide a freight load and load it into or onto the dog's draft apparatus. The load must be appropriate to the dog, to the apparatus and to the conditions where the load will be hauled. It is the responsibility of a handler to be totally familiar with his dog and equipment in order to load the apparatus safely.

In the Distance Freight Haul, a dog hauls his loaded apparatus accompanied by his handler. The course is at least one mile long and covers various normal conditions that a dog and handler might encounter in everyday draft work. Most Newfs especially enjoy this part of a Draft Test.

At some time during the Basic Commands, the Maneuvering Course or the Distance Freight Haul an Intriguing Distraction occurs. This official exercise can be different for each dog.



At a Draft Test the naturally occuring distractions are usually the most interesting ones.

Distractions are a real part of draft work, so the Intriguing Distraction tests the control of the dog and handler in unpredictable circumstances. The dog may react to the distraction, but he must react in a safe and controlled manner. Dogs are also expected to react appropriately to

naturally occuring distractions. Invariably, at a Draft Test, the naturally occuring distractions are the most interesting ones.

A team of Newfs performs the same exercises as individual dogs but in order for a team to pass, each dog in the team must pass and all dogs must work as a unit. Watching a team of Newfs work is very exciting: the level of understanding between the dogs on a team and their handler is inspiring!

The equipment needed to participate in a Draft Test includes a harness, traces, an apparatus appropriate for use at the test area, and a proper load for the apparatus.

Detailed descriptions of what is required to enter or to put on an NCA Draft Test can be obtained from the Land Work Secretary of the NCA Working Dog Committee, listed in the Source Guide.

APPENDIX A: Harnesses, Accessory Equipment and Hitching Diagrams

POINTS TO REMEMBER WHEN MAKING OR BUYING A HARNESS:

Siwash Style Harnesses:

Siwash style harnesses feature a "collar" which fits snugly around the dog's shoulders to form a flexible ring of force at the base of the dog's neck. A double width chest strap comes down from this collar to separate into two straps which go between the dog's forelegs. It is through these straps and the straps coming off the top of the collar that the weight being pulled is carried from the dog's chest and shoulders. Make sure the pull from the collar to the point of attachment to the draft apparatus or traces is evenly distributed through the harness. In all styles make sure there is no extra slack or extra tight pull in the harness. The neck collar and wide chest strap on siwash harnesses should be padded. Most siwash harnesses slide on the dog; those used for sled and toboggan work usually have no buckles while those used for carts and wagons may have one or two straps that buckle around the ribcage. The harness should be a fairly snug fit, without chafing.

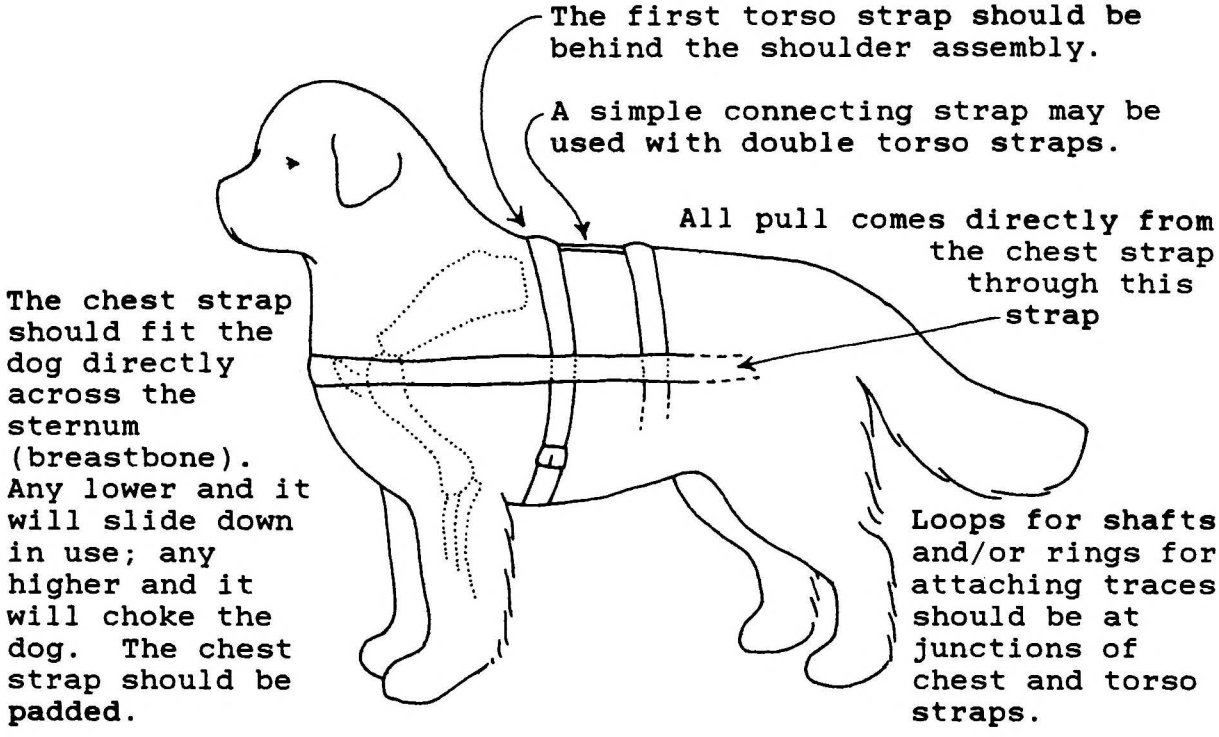
Buckle Style Harnesses:

Though buckle style harnesses are described in detail here, the use of a buckle style harness is not recommended for any serious draft work. A buckle style harness interferes with shoulder movement while a dog works. A Siwash harness is a more practical and safe harness for your dog to use, and siwash harnesses are available for use with any kind of draft apparatus.

The following buckle style harness description is included so that if you find you must use this kind, you can make sure it fits as well as possible.

Buckle style harnesses must have a front chest strap from which the main pulling stress is directed. Make sure this strap is high enough to be solidly across the dog's chest, but

not so high as to be across the dog's neck where it could choke the dog. The harness should have at least one complete torso (girth) strap to keep the chest strap stationary. Additional straps may be added to enhance fit, but must not interfere with the dog's movement while hauling. Buckles should be located where they will not chafe or interfere with the dog's movement. Snap rings, loops for shafts, and any other desired details can be added accordingly, depending on the type of draft apparatus to be used, but must keep the pull coming from the front chest strap. The front chest strap should be padded.


The first torso strap should be behind the shoulder assembly.
A simple connecting strap may be used with double torso straps.
All pull comes directly from the chest strap through this strap
The chest strap should fit the dog directly across the sternum (breastbone). Any lower and it will slide down in use; any higher and it will choke the dog. The chest strap should be padded.
Loops for shafts and/or rings for attaching traces should be at junctions of chest and torso straps.

SUGGESTED MATERIALS FOR HARNESSES:

1" nylon webbing
Leather
Wide nylon or cotton webbing (such as awning or seatbelt webbing)

Padding: Fake fur or thin foam materials, both of which are washable
Sheepskin (this is warmer than the above materials)
Heavy thread if sewing (nylon thread, strong cotton quilting thread)
Rivits if using leather
Buckles, D-rings, leash clips

ORDER SOURCES FOR WEBBING AND HARNESS CONSTRUCTION MATERIALS:

Recreational Equipment, Inc.
PO Box C-88125
Seattle, Washington 98188
(800) 426-4840

Nordkyn Outfitters
PO Box 1023
Graham, WA 98338
(206) 847-4128

Tundra Outfitters
16438 96th Avenue
Nunica, Michigan 49448
(616) 837-9726

Eastern Mountain Sports, Inc.
Two Vose Farm Road
Peterborough, New Hampshire
03458

Katmai Kennels
Bob and Pat Lugo
RR 3, Box 179
Milaca, Minnesota 56353

Maxima
Bruce Chambers
Lindenhurst RRD #1
Yardley, Pennsylvania 19067

ORDER SOURCES FOR HARNESSES:

Each source can provide information on the exact harness styles they sell. Letters in parentheses refer to the general style of siwash harnesses shown in the harness comparison charts that are carried by these companies. Starred names also carry collars, ganglines, books and other equipment.

SIWASH STYLE HARNESSES:

Dog Sport
PO Box 8561
Fort Collins, Colorado 80524
(303) 484-4443

Beth Edge (B,C)
4480 Hendershot NW
Grand Rapids, Michigan 49504

Ikon Outfitters
7597 Latham Road
Lodi, Wisconsin 53555
(608) 592-4397

Katmai Kennels
Bob and Pat Lugo
RR 3, Box 179
Milaca, Minnesota 56353

Konari Outfitters, Ltd. (*,D,H)
PO Box 752, 52 Seymour St.
Middlebury, VT 05753
(802) 388-7447

Maxima
Bruce Chambers
Lindenhurst RRD #1
Yardley, PA 19067

Mel's Custom Harnesses (E,D,G)
Mel Fishback Riley
9875 Highway 2 West
Marion, Montana 59925
(406)854-2834

Nordkyn Outfitters (*,A,D,E,G,H)
PO Box 1023
Graham, WA 98338
(206) 847-4128

Continued order sources for siwash harnesses:

Roger and Consie Powell (A,F)
Ottawa Newfoundlands
5208 Olive Road
Raleigh, North Carolina 27606
(919) 851-1320

Rae's Harness Shop
1524 East Dowling Road #6
Anchorage, Alaska 99507
(907) 563-3411

Tundra Outfitters (*,D,G)
16438 96th Avenue
Nunica, Michigan 49448
(616) 837-9726

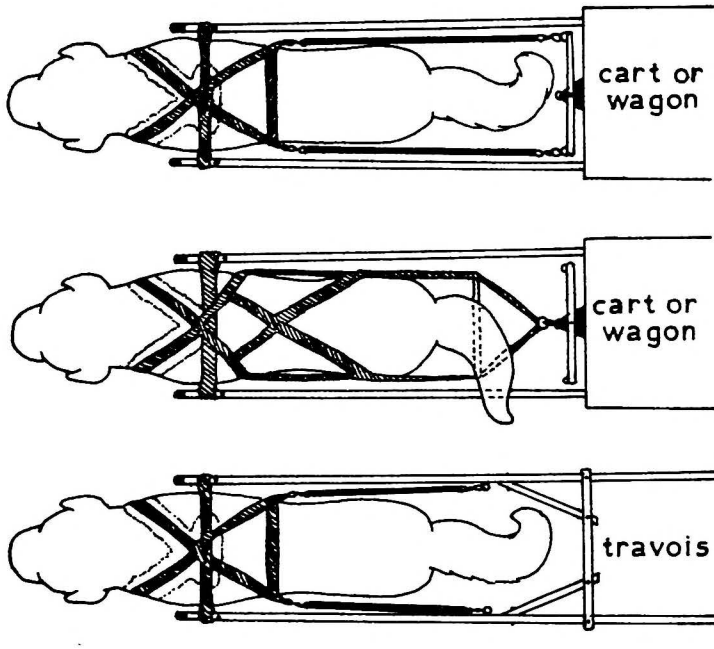
BUCKLE STYLE HARNESSES:

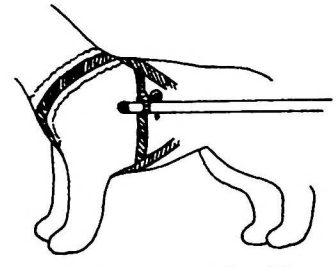
Hannibal Kennels,Newfoundlands
Peter Maniate
PO Box 933, Station F
Toronto, Ontario
M4Y 2N9 Canada

Von Russ Giants
Harry Russ
123 Yeager Avenue
Forty Fort, PA 18704
(717) 288-0735

DIAGRAMS OF SINGLE AND TEAM HITCHING:

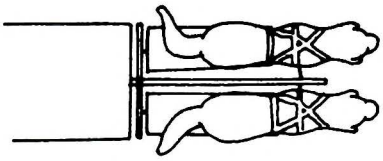
SINGLE HITCH FOR SHAFTED APPARATUS: The dog guides the apparatus by means of the shafts, which fit through loops on the sides of the harness. Pins on the shafts brake against the loops on the harness when the dog stops or hauls downhill. Traces attach the harness to the apparatus at the singletree (cart or wagon) or directly (travois). The pull comes straight off the dog's chest through the traces.



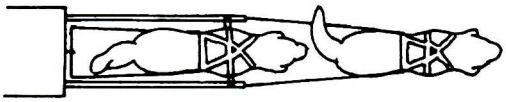

brake on shaft

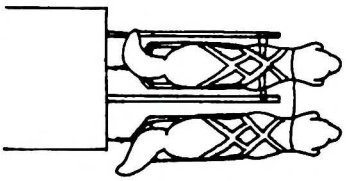
TEAM HITCHES FOR WAGONS AND CARTS:

Single-shaft team hitch (best used with a wagon). Attach each dog to a section of doubletree to which single shaft is attached. This can be used with multiple dogs by arranging consecutive single shafts with attached doubletrees.

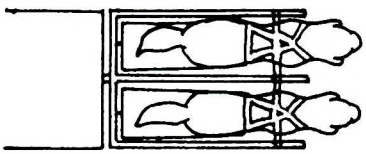


Double-shaft team hitch (best used with a cart). Two dogs can be hitched in tandem position with one dog within shafts and the other in front. Two dogs can be hitched side-by-side by mounting shafts of cart offset: one dog is between both shafts while another is next to one of them. Both dogs pull from individual singletrees attached to cart.





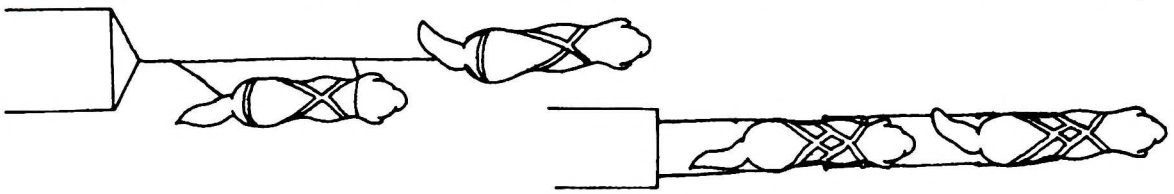
Triple-shaft team hitch (best used with a large wagon which can handle the width of a triple-shaft mount.)



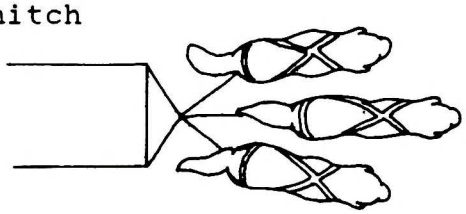
TEAM HITCHING FOR SLEDS AND TOBOGGANS:

Dogs may be hitched in either a fan or tandem formation. The collar attachment of the non-lead dogs in the tandem formations to the central gangline is for guidance only: pull should come only from the rear of the harness.

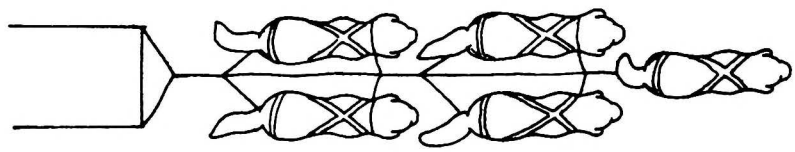
Two-dog tandem hitch (use in deep snow or on a narrow trail)



Two or three dog fan hitch

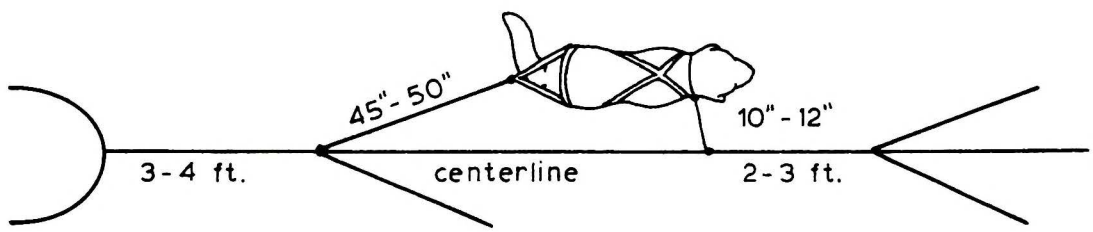


Three or more dog tandem hitch



SUGGESTED GANGLINE MEASUREMENTS FOR A NEWFOUNDLAND SLED DOG TEAM

Leave 2 to 3 feet between dogs, except for the lead dogs. Leave extra distance (4 to 5 feet) between the point dogs and the lead dogs.



OLLIE & JULIE
224-5412
The Rainey's
Western Wheel
Patio Furniture
P.O. Box 583
Chickasha, Oklahoma 73023
405-224-3600
O.B. & GAIL
222-5369

APPENDIX B:
Draft Apparatus

ORDER SOURCES FOR DOG CARTS:

Dog Sport
PO Box 8561
Fort Collins, Colorado 80524
(303) 484-4443

Hannibal Kennels,Newfoundlands
Peter Maniate
PO Box 933, Station F
Toronto, Ontario
M4Y 2N9 Canada

K-9 Sulkys
2406 N. Wood Ct.
Claremont, California 91711
(714) 621-7511

Von Russ Giants
Harry Russ
123 Yeager Avenue
Forty Fort, PA 18704
(717) 288-0735

ORDER SOURCES FOR DOG WAGONS:

Horse and Pony Wagons
14107 C.R. 42
Millersburg, Indiana 46543
(219) 642-3794

Lynchburg Hardware and
General Store
Lynchburg, Tennessee 37352

Dale and Jeannine Patrick
Tapfer Kennel Originals
8255 S. Vale Garden Road
Canby, Oregon 97013
(503) 266-4387

Tundra Outfitters
16438 96th Avenue
Nunica, Michigan 49448
(616) 837-9726

ORDER SOURCES FOR DOG SLEDS:

Adanac Sleds and Equipment
Jack and Laurie Beckstron
4108 Hwy 93 North
Kalispell, Montana 59901
(406) 752-2929

Adirondack Dog Sled, Mfg.
Marshall F. Fish
Westport, New York 12993
(518) 962-4897

Dog Sport
PO Box 8561
Fort Collins, Colorado 80524
(303) 484-4443

George Walker Sleds
1406 Chase Road
Post Falls, Idaho 83854
(208) 773-4967

Hall Sleds and Rigs
Frank Hall
5875 McCrum Road
Jackson, Michigan 49201
(517) 782-1786

Katmai Kennels
Bob and Pat Lugo
RR 3, Box 179
Milaca, Minnesota 56353

Kimiluk
Fred Robertson
Stanstead, Quebec, Canada
(819) 876-2817 or 876-2579

Maxima
Bruce Chambers
Lindenhurst RRD #1
Yardley, PA 19067

Dick McDonald
RFD 1
Laconia, New Hampshire 03246

Frank Thompson
Rte 3
Mora, Minnesota 55051

Steve Starkovich
6 West Chapman Street
Ely, Minnesota 55731
(218) 365-5158

Nordkyn Outfitters
PO Box 1023
Graham, WA 98338
(206) 847-4128

Tundra Outfitters
16438 96th Avenue
Nunica, Michigan 49448
(616) 837-9726

ORDER SOURCES FOR SCANDINAVIAN PULKS (SMALL MOLDED TOBOGGAN):

Mountainsmith
12790 W. 6th Place
Golden, Colorado 80401

Konari Outfitters, Ltd.
Ed Blechner
PO Box 752, 52 Seymour St.
Middlebury, VT 05753
(802) 388-7447

Tur-Pulk
Faering Design
Route 1, Box 223
Suttons Bay, Michigan 49682
(616) 271-6729

TOBOGGANS AND SLEDS:

Standard toboggans and children's sleds can be purchased in most hardward or large department stores which have an Outdoor Equipment or Children's Toys section.

PATTERNS FOR MAKING CARTS, WAGONS, AND TRAVOIS:

The Draft Equipment guide, available from the Newfoundland Club of America Working Dog Committee, includes patterns for building Utility Carts, Utility and Sulky Style Wagons, Travois, and Child's Wagon conversion. Availiable for $5.00 (payable to NCA) from Roger A. Powell, NCA Land Work Secretary, 5208 Olive Road, Raleigh, North Carolina 27606.

SOURCE GUIDE

BASIC TRAINING AND CONTROL

Adler, Judi, The Newfoundland Puppy: Early Care, Early Training. 2nd edition. 1982. Available for $16.00 from Judi Adler, 12320 SW Malloy Way, Sherwood, Oregon, 97140.
(This book will help the new puppy owner to start a happy relationship with his pup from the very beginning, and to work more easily with the pup from a very young age.)

Benjamin, Carol Lea, Dog Problems. Doubleday and Company, Inc., New York. 1981.

Benjamin, Carol Lea, Mother Knows Best: The Natural Way to Train Your Dog. Howell Book House Inc., New York, NY. 1985

Monks of New Skete,The, How to Be Your Dog's Best Friend. Little, Brown and Company, Boston - Toronto. 1978.

Pearsall, Margaret E., The Pearsall Guide to Successful Dog Training. Howell Book House, Inc., New York, NY, 1973.

Pearsall, Milo D. and Margaret E. Pearsall, Your Dog: Companion and Helper. Alpine Press, Inc., Loveland, Colorado. 1980.

Volhard, Joachim and Gail Tamases Fisher, Training Your Dog: The Step-By-Step Manual. Howell Book House, Inc., New York, NY. 1983.

CONDITIONING

Benjamin, Carol, "Two for the Road". American Kennel Gazette, Volume 97, Number 3, pp. 61-64, March 1980
(The author presents her experiences with jogging with her dog as conditioning for both of them.)

Lemos, Dr. Edward J., "Jogging Dogs". American Kennel Gazette, Volume 95, Number 10, pp. 32-34, October 1978

Newfoundland Club of America. Water Test Training Manual. Available from NCA Water Work Secretary Joyce Hieber, Rt. 1, Box 31, Pleasant Ridge Road, Wingdale, New York 12594
(This manual covers methods of training for water work, some of which will be helpful to the owner and dog planning on utilizing swimming as a method of conditioning.)

CONFORMATION AND STRUCTURE

The Newfoundland Standard:
Standard, revised 1979: Available from Newfoundland Club of America corresponding secretary Joan C. Bendure, 6765 West Platz Road, RD #1, Fairview, Pennsylvania 16415
Standard, revised 1979, published in: Newf Tide, Volume 10, Number 2, Summer 1979, page 35.
Old Standard, published in:
American Kennel Club, The Complete Dog Book. Howell Book House, Inc., New York, NY, 1979
Drury, Mrs. Maynard K., This Is The Newfoundland. T.F.H. Publications, Inc., Jersey City, NJ, 1971

Elliot, Rachel Page, Dogsteps: Illustrated Gait At a Glance. Howell Book House, Inc., New York, NY, 1973

Lyon,McDowell, The Dog in Action. Howell Book House, Inc., New York, NY, 1974

TRAIL MANNERS

Riley, Alan, Taking Your Dog Backpacking. Newfoundland Club of America, 1987. Available for $10.00 (payable to NCA) from NCA Land Work Secretary Roger A. Powell, 5208 Olive Road, Raleigh, North Carolina 27606
(This book thoroughly discusses backpacking with dogs, and also discusses especially well the owner-dog teamwork relationship as well as the importance of trail manners.)

CART, WAGON, SLED, TOBOGGAN AND TRAVOIS WORK

Foreman, Roslyn, "Carting for Fun and Competition". Newf Tide, Volume 10, Number 4, winter 1979, pp. 14-17. Published by the Newfoundland Club of America

Foreman, Roslyn, "Practical Dog Carting". Newf Tide, Volume 11, Number 1, Spring 1980, pp. 6-9. Published by the Newfoundland Club of America

Franklin, Linda C., "Training the Cart Driving Dog". For detailed training information on Driving send $20.00 to cover printing and postage to Linda Franklin, 44W431 Rt. 64, Maple Park, Illinois 60151-8552. (312) 365-9194

INTERNATIONAL SLED DOG RACING ASSOCIATION, INC. ISDRA is recognized as a defining organization for sled dog sports in the world by the General Association of International Sports Federations. Call or write Donna Hawley, PO Box 446, Nordman, ID 83848-0446, tel: (208) 443-3153.

INTERNATIONAL WEIGHT PULL ASSOCIATION. IWPA is dedicated to the sport of weight pulling for all breeds. For information contact Mark Johnson, President IWPA. 570 Timber Trail, Stevensville, Montana 59870

Justice, Kendrea, "The Training of the First Titled Draft Team", Newf Tide, Volume 17, Number 4, Winter 1986, pp. 6-7. Published by the Newfoundland Club of America

Levorsen, Bella, editor, Mush! The Beginner's Manual of Sled Dog Training. Available from Arner Publications Inc., PO Drawer A, 13 Clinton St., Clark Mills, NY 13490, as well as from Nordkyn Outfitters.

Maniate, Peter, "Carting Corner". An informative column published in Newf News: The Voice of the Newfoundland Dog Club of Canada. Information on column and back copies available from Peter Maniate, PO Box 933, Station F, Toronto, Ontario M4Y 2N9 Canada

Newfoundland Club of America, DRAFT TEST REGULATIONS and SPECIALTY CART AND WAGON EXERCISES, approved 1984. Available for $2.00 (payable to NCA) from NCA Land Work Secretary Roger A. Powell, 5208 Olive Road, Raleigh, North Carolina 27606

Powell, Consie, "Understanding Draft Equipment". Newf Tide, Volume 17, Number 3, Fall 1986, pp. 46-49. Published by the Newfoundland Club of America

Powell, Roger A., "Using the Large to Study the Small". American Kennel Gazette, Volume 98, Number 6, June 1981
(The author presents his experience working with his Newfoundland hauling a travois to help during a summer of wilderness field work.)

Sternberg, Mike. How to Teach Your Dog to Pull. Available from Nordkyn or Konari Outfitters (see Appendix A)
(This is considered to be a good book to get you started in weight pulling, covering training methods, conditioning, nutrition, and more.)

Sternberg, Mike. Wolf Lodge Kennel. "Teach Your Dog to Pull" training manuals, videos, individual or group training classes, slide talks. 3455 Railroad Avenue, Post Falls, Idaho 83854

Thompson, Raymond, Cart and Sled Dog Training. Available from Raymond Thompson Co., 15815 2nd Place West, Lynnwood, Washington 98036 as well as from Nordkyn Outfitters
(The author presents some anecdotal guidelines for a few aspects of training as well as illustrations of some harnesses and draft apparatus.)

Thompson, Raymond, "Thompson Sled Dog Bulletin: Skijoring with Dogs". Available from Nordkyn Outfitters.

DRAFT EQUIPMENT

The Draft Equipment Guide. Distributed by the Newfoundland Club of America Working Dog Committee. Includes charts on draft equipment, guides to assist in making equipment, several patterns, mail order source lists for ready-made equipment. Available for $5.00 (payable to NCA) from Roger A. Powell, 5208 Olive Road, Raleigh, North Carolina 27606.

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